

UIC MMTP Outreach Appendix

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Overview

Outreach and Engagement Activities

The UIC Multimodal Transportation Plan process featured a number of outreach activities to engage individuals affiliated with UIC's campus and the surrounding communities. The first outreach phase entailed information-gathering, utilizing a detailed existing conditions report and user input. The second phase focused on strategy development, identification of key challenges and opportunities, and the development of draft concepts and solutions. The third phase involved the development of a draft transportation plan that was reviewed by UIC students, faculty, staff, and administrators. The fourth and final phase was the presentation of the final report to UIC for adoption and implementation.

Outreach activities took place during the first and second phases of the planning process. These activities included class visits, surveys, community workshops, and a focus group. Several themes emerged. For example, the need to improve the connectivity between the East, West and South sides of campus came up in several activities. The outreach methods, along with associated outcomes, are outlined in greater detail below, along with the recommendation that the input helped to shape.

Table 1. UIC Multimodal Transportation Plan Community Participation from September, 2013 to May, 2014

Outreach Activity	Number of Participants
Introduction to Urban Policy Process class (September 17, 2013)	25
UIC Sustainability Days Transportation Fair (September 19, 2013)	46
Key Stakeholder Interviews (October 2013)	14
Introduction to Planning Great Cities class (November 21, 2013)	24
Metro-Quest online interactive survey	1,495
Survey Monkey survey	587
Workshop #1 (February 12, 2014)	29
Workshop #2 (February 12, 2014)	20
Persons with Disabilities Focus Group (February 26, 2014)	18
West Campus Map Installation	Unknown
Illinois Tollway Call Center	68

survey (May 20, 2014)	
TOTAL	2,326

Developing a Public Engagement Strategy

A significant feature of CMAP's Local Technical Assistance (LTA) program is the commitment to broad-based public involvement. The local planning projects that result from the program's competitive application process are strengthened by the engagement of residents, business owners, and other community stakeholders from each municipality or study area. In particular, the LTA program focuses on both reaching and involving those groups and populations that are traditionally underrepresented in planning processes, including low-income persons, minorities, non-English speaking persons, and persons with disabilities.

It is essential to formulate an approach to public engagement that is tailored to each LTA community. In this way, both CMAP and local representatives or staff can set outreach goals for the project, and keep track of the effectiveness of various strategies to determine what is replicable for future public engagement. This approach is captured in a document called a "project outreach strategy" (PROUST), which describes outreach goals and activities as they align with the steps of the project scope. The PROUST is a malleable document that can and should be updated throughout the project, according to which methods are effective and which target groups require further outreach efforts.

For the UIC Multimodal Transportation Plan, the PROUST document was supported by background research and initial conversations with the University of Illinois at Chicago Office of Sustainability project coordinator and Steering Committee members. The first steps to developing the public engagement strategy for UIC were: to find out what types of public participation had occurred on-campus prior to this project to learn more about the demographics of the study area; and to begin building a comprehensive list of the key stakeholders to involve in the planning process.

From this background research, the initial direction of the PROUST was devised, establishing an overarching goal that the project's public outreach would draw from a number of stakeholders familiar with the University's campus area. The outreach strategy was designed with the intent to attract individuals, who would share their transportation experiences and brainstorm ideas about how to make UIC a safer and more accessible campus for students, faculty, staff, hospital employees, surrounding neighborhood residents, and visitors. Based on study area demographics, the project team chose to conduct a variety of outreach activities that would take place throughout the campus area and would appeal to students, faculty, staff, and community residents.

Each LTA project also has a steering committee that serves as a review body at each step of the project. In the case of the UIC Multimodal Transportation Plan, the steering committee was made up of individuals representing various University departments, transportation agencies

(Illinois Department of Transportation and City of Chicago Department of Transportation) and related non-governmental organizations.

Lessons Learned

Like the intent of the multimodal transportation plan, outreach methods should be accessible to all regardless of ability. While developing the PROUST, it was evident that it might be difficult to engage neighboring community residents and gather input from University faculty and staff. A solution to these challenges was to create an online survey. The survey was developed in the form of an interactive website called MetroQuest (see screenshot below). A few weeks after this survey was released, it was brought to the project staff's attention that not all the features of the website were readable by the visually-impaired. As a solution, staff created another survey using Survey Monkey. The new survey was then heavily advertised among organizations and departments that serve the visually-impaired.

The screenshot displays the 'Getting Around' section of the MetroQuest survey. The interface includes a top navigation bar with five steps: 1. WELCOME, 2. TRAVEL PRIORITIES, 3. GETTING AROUND (current step), 4. MAP, and 5. STAY INVOLVED. A progress bar at the top right indicates the survey is approximately 25% complete. The main content area is titled 'Tell us how you get around UIC's campus.' and features three tabs: 'Walking and Biking' (selected), 'Public Transit', and 'Driving'. Under the 'Walking and Biking' tab, there are three sub-sections: 'Safety and Conditions', 'Preferences', and 'Accessibility'. The 'Safety and Conditions' section contains three statements with corresponding Likert scales from 'Disagree' to 'Agree': 'I feel safe as a pedestrian on campus.', 'Sidewalk surfaces are in good condition.', and 'I feel safe riding a bicycle on campus.' Each statement has a green arrow indicating a response level. A 'Next' button is located at the bottom right of the survey area. On the right side of the interface, there are social media sharing icons for Facebook, Twitter, and Email, along with a plus sign for additional options.

To ensure that the plan addressed accessibility issues, the project team involved relevant UIC departments such as the Chancellor Committee on the Status of Persons with Disabilities, Disability Resource Center, and Office of Access and Equity. Outreach staff also reached out to the Chicago Lighthouse to connect with the disabled community. When designing outreach activities for this group, we employed the knowledge of people more familiar with the needs of people with various disabilities for optimum results. For example, at a focus group on accessibility, outreach staff had to adjust the room setup for guide dogs, work with the Chicago Lighthouse to prepare focus group worksheets in braille, and we learned that many visually-impaired individuals do not read braille.

The initial step in the education and information gathering phase of the LTA planning process was to develop a webpage for the project (<http://www.cmap.illinois.gov/programs-and-resources/ltu/uic>). The webpage serves as a place where community residents, stakeholders and interested parties can find basic information about the project, such as an overview of the study area, the background to the multimodal plan including project goals, public engagement activities, recent news, project timeline, related documents like the existing conditions report, and staff contact information.

At the beginning of the fall 2013 semester, CMAP hosted approximately 25 students who were a part of the Introduction to Urban Policy Process course. This class visited CMAP to learn more about the agency, and also heard about the UIC multimodal transportation plan project. With the students, staff conducted a mapping exercise where they identified issues on the streets and

sidewalks related to bicycles, walkability and accessibility, CTA bus and rail, and the UIC campus shuttle. This activity provided staff with a slight look into the transportation challenges on UIC's campus. For example, students identified the destinations they like to travel to, and shared the barriers to safely accessing these areas on and around campus. Also, one of the students having a broken leg further emphasized the importance of addressing accessibility issues as well as parking to meet the needs of those who have impairments that interfere with their ability to get around.

UIC Sustainability Days Transportation Fair

During the fall 2013 semester, outreach staff conducted outreach activities at the UIC's annual Sustainability Days Transportation Fair. (The Fair offers opportunities for students, faculty and staff to learn more about alternative methods of transportation to travel to, from, and around UIC.) At the fair, outreach staff provided maps so that fair attendees could share where there are issues related to bicycles, walkability and accessibility, CTA bus and rail, and the UIC campus shuttle. Surveys were also distributed, focusing on walking, biking, driving and taking transit.

A total of 46 fair attendees completed the survey. Nearly 70% of the respondents were undergraduates, who lived in various parts of the city and surrounding suburbs. Mostly they take public transit, bike or walk to get to, from and around campus. The responses provided by transportation fair attendees led to the following Plan recommendations:

Walking and Campus Navigation Directions and Recommendations:

- Coordinate with CDOT to increase the safety of crosswalks and intersections.
- Enhance the pedestrian environment.

Bicycling Directions and Recommendation:

- Increase the amount and quality of secure bicycle parking.
- Encourage cycling through pursuit of higher status in the Bicycle Friendly University program.

Transit Directions and Recommendations:

- Increase awareness and information access for the shuttle system.
- Work with CTA on rail station accessibility improvements.

Driving & Parking Directions and Recommendations:

- Ensure that all parking is accessible to people with disabilities.

Below are more details about the survey responses collected at the transportation fair. The responses are categorized by mode choice.

Comments on Walking

Challenges

- Stormwater management issues negatively impact travel
- High speed of cars discourages people from walking or biking
- Access routes are often covered with snow during the winter months

Opportunities

- Install countdown signals and audible signals
- Make improvements that distinguish between the street and sidewalks for the visually-impaired
- Create pedways on the west side of campus
- UIC and the City of Chicago should coordinate for snow removal

When responding to questions about walkability, majority feel that UIC's campus and surrounding neighborhoods are either moderately walkable or very walkable. Respondents shared their top priority for improving the walking environment throughout campus:

- | | |
|--|--|
| • Install benches, drinking fountains, trees, and plantings (19) | • Fix potholes along Morgan Street |
| • Repair cracked, broken or inadequate sidewalks (16) | • Implement best management practices; improve stormwater management during wet weather events |
| • Create safer street crossings at intersections (14) | • Increase Police presence |
| • Enhance lighting (14) | • Install picnic tables |
| • Install pedestrian crossings (6) | • Let the trees thrive and native plants and insects. |
| • Create pedestrian-friendly walking environments | |

Respondents also completed the following statement: I would walk more if:

- | | |
|--|---|
| • Conditions of sidewalks were improved | • The walk were more pleasant |
| • I felt safe especially around Roosevelt | • There was nicer weather |
| • Biking is much faster and public trains is often more convenient | • There were fewer cars |
| • My destinations were closer | • There were more pedestrian-friendly walkways |
| • Pedestrian crossings were improved | • Traffic was moving more slowly through campus |
| • Streets and sidewalks were better lit | • I didn't have to go as far or it were more pleasant |

Comments on Biking

Challenges

- Some people don't feel safe riding a bicycle, especially along Taylor Street
- Insufficient bike parking

Opportunities

- Increase the number of barrier-protected bike lanes
- Provide ample, secure bike parking, including indoor bike parking

Over half of the respondents felt that UIC's campus and surrounding neighborhoods are moderately bikeable. Respondents also identified the routes they bike as follows:

- Ashland Avenue
- Blue Island
- Chicago Avenue
- Damen
- Halsted Street
- Harrison
- Jackson
- Monroe
- Morgan
- Polk
- Racine
- Roosevelt Road
- Taylor Street
- Van Buren

The top priorities for improving the biking conditions throughout UIC's campus and its surrounding neighborhoods should be:

- Install bike paths or routes parallel to major streets (18)
- Upgrade existing paths and trails (13)
- Build new paths and trails (14)
- Install bike paths or routes through surrounding neighborhoods (10)
- Create safer street crossings at intersections (8)
- Increase availability of bike racks (8)
- Install signage to help me find destinations (3)
- Increase safety

Respondents said that they would bike more if:

- Drivers would pay more attention and respect bikers
- It were safer on the streets
- Paths on campus were more direct
- The bike lanes were continuous and did not disappear
- There was secure bike storage
- There were bike lanes (i.e., along streets such as Harrison)
- There were parallel bike paths
- The bike lanes were separated from vehicle traffic

Comments on Taking Transit

Challenges

- Inaccessible Blue Line station for the Illinois Medical District
- Unreliable campus shuttle system
- Lack of connectivity between the campus shuttle system and para transit system
- Unsafe Roosevelt Road bus route

Opportunities

- Create a more accessible Blue Line station for IMD
- Install smart bus shelters at campus shuttle stops
- Apply CTA standards of accessibility to campus shuttle
- Allow storage of bikes on the front of campus shuttle
- Expand para transit route and schedule
- Increase safety along Roosevelt Road bus route and on bus

Majority of respondents felt that it is moderately easy or very easy to walk or bike to transit options. Respondents identified the top priorities to making it easier to walk or bike to transit options:

- Better bus routes to my destinations (9)
- Improve the paths, routes and sidewalks leading to train stations (14)
- Install or improve sidewalks connecting to bus stops (9)
- Install benches (4)
- Install American Disability Act (ADA) compliant facilities such as curb ramps or detectable warning surfaces (1)
- Install bus trackers
- Fix roads

Respondents said that they would take transit more if:

- Buses didn't stop as much
- Buses were cleaner
- Bus routes ran during longer time periods at night (i.e., No. 26)
- Full-sized bikes were allowed on trains
- I could bike to transit
- It didn't take so long
- It was faster than biking
- It was safer
- More benches were installed at bus stops
- There was a tracker at each bus stop
- There was heating in the winter
- There were more bus stops
- There were more options going north
- The train cars weren't so crowded

Comments on Driving

Challenges

- Difficult to navigate the Illinois Medical District during a shift change
- Parking on the west side of campus is limited
- Parking lots need to be more accessible

Opportunities

- Expand reciprocal parking for certain buildings
- Parking lots should accept RFID card instead of the side card

There were fewer responses to the driving-related questions than others. This lack of response may be attributable to respondents not having access to a car and therefore not traveling to, from or around campus. Also, some survey respondents did not feel that driving should be a priority with the plan.

Based on the responses given, respondents felt that UIC's campus and its surrounding neighborhoods are moderately easy to navigate by car. The top priorities for improving the driving environment throughout UIC's campus:

- Increase off-street parking spaces (9)
- Repair and pave streets (9)
- Install accessible on-street parking spaces (8)
- Provide an even distribution of parking lots (4)
- Enhance lighting (2)
- Install traffic signs or signals (1)

- Allow parking patrons to park at all parking lots
- Create more parking spaces
- Improve the biking environment

Respondents said they would drive more if:

- More parking was more available
- There was free or less expensive parking available
- There was less traffic
- Traffic from the west suburbs was not so aggressive

Survey responses also reiterated the need to improve safety and access throughout campus:

Improve safety along specific streets:

- Halsted
- Harrison
- Racine
- Roosevelt
- Taylor

Address connectivity between:

- East and West sides of campus
- South and East sides of campus
- Various modes of travel (i.e., transit options)

Other comments

- I enjoy riding my bike throughout campus.
- I would like to see more streets like in Copenhagen.
- My biggest concern with biking to campus is having a place to lock my bike sheltered from the rain.

Key Stakeholder Interviews

Key stakeholder interviews were conducted with 14 individuals representing 13 university departments or groups, including Academic Professionals Advisory Committee, Office for Access and Equity, Chancellor's Committee on the Status of Persons with Disabilities, Community Relations, Department of Disability and Human Development, Office of Environmental Health and Safety, Office of Facility and Space Planning, Faculty Senate, Hospital Administration, Police, Physical Plant, Staff Advisory Council, Office of Sustainability and the Urban Transportation Center. A few staff members at the Illinois Medical District were also interviewed during the planning process.

Stakeholders discussed transportation challenges on UIC's campus and offered insight on how UIC's Multimodal Transportation Plan could address accessibility, mobility and safety.

Interviewees agreed that there is a need to promote the sustainable transportation options such as Divvy, icarpool, Carma, Enterprise Carshare and Zipcar memberships. Faculty and staff agreed that many people would use Divvy bikes if the University provided memberships for free or at a discount. Interviewees had the same opinion that connectivity needed to be improved throughout campus, including between the east and west sides, between the south

and east sides and between the various modes of travel. Also, when speaking with IMD staff it became clear that a priority issue is that there are limited housing options for UIC and IMD employees within walking and biking distance of campus.

Interviewee comments led to the following Plan recommendations:

Bicycling Directions and Recommendation:

- Work with Divvy Bikes to increase the accessibility and use of bike sharing.
- Integrate and develop connections between bicycling and other modes of transportation.

Transit Directions and Recommendation:

- Provide enhanced commuter transit benefits to faculty and staff.

Comments received on Biking

- Increasing the number of barrier-protected bike lanes would improve safety and increase the likelihood that some people (who currently don't feel safe) would ride a bicycle. Taylor Street is a high-priority for improving bike safety.
- There is a need for ample, secure bike parking, including indoor bike parking.

Comments received on Walking

- The stormwater management issues along Harrison negatively the impact travel of those who walk, bike or travel along the sidewalk.
- The speed of cars discourages people from walking or biking throughout campus. More pedestrian-friendly streets, featuring curb bulb outs, complete streets characteristics and sensible crosswalks) would encourage more walking and biking throughout campus.
- Streets should feature countdown signals and audible signals as well as improvements that distinguish between the street and sidewalks for the visually-impaired and hearing-impaired.
- Harrison Street needs a stoplight in the middle of the block to allow pedestrians to cross comfortably.
- There is a need for a pedways on the west side of campus.
- Access routes often become covered with snow during the winter months; there is a need for coordination between the City of Chicago and UIC when it comes to snow removal.

Comments received on Taking Transit

(including CTA train and bus, campus shuttle and para transit)

- The Illinois Medical District Blue Line station between Paulina and Damen is not accessible, and the walk to reach the station is exit is quite long. There is a need for an elevator.
- Improving safety on the Roosevelt bus should be a priority for the increasing number of faculty, staff, and students living in the South Loop.
- There is need for a more reliable campus shuttle system that accommodates students, faculty and staff.

- There is a lack of connectivity between the campus shuttle system and para transit system.
- The para transit system boundary and schedule should be expanded to accommodate users.
- Publicize the schedule for the campus shuttle system; students, faculty and staff are unaware of how often it runs.
- Campus shuttle users cannot always identify stops, are unaware of the schedule, and do not have a protected covering while waiting. There is a need for smart bus shelters at campus shuttle stops.
- The campus shuttle schedule should be staggered with the CTA bus schedule.
- The campus shuttle should be more accessible, having the same standard of accessibility as the CTA bus system, as well as accommodate bikes on the front of the shuttles and provide a more comfortable ride.

Comments received on Driving

- Driving in the Medical District can be difficult during a shift change.
- Parking on the west side of campus is limited. Parking options, along with costs, need to be more visible to drivers, as they are uncertain about where to park and how much it costs.
- Reciprocal parking is needed for certain buildings on campus.
- UIC parking lots need to be more accessible; the lots should also accept RFID (radio frequency identification) card instead of just the side card. It is more difficult for disabled persons to slide card.

Comments received on Travel Incentivizes

- Increase the cost of parking
- Reduce healthcare costs based on how much a person walks or bikes

Comments on Intersections

Needing Safety Enhancements

- | | |
|-------------|------------|
| • Halsted | • Harrison |
| • Racine | • Taylor |
| • Roosevelt | |

Planning Great Cities

Towards the end of the fall semester 2013, staff visited students of the Planning Great Cities course. Staff provided students with an overview of the project, shared key findings from the project, outlined upcoming outreach activities, and discussed next steps. To engage students, staff conducted a keypad polling exercise. The results of the keypad poll are below. The students' input led to or further supported the following recommendations:

Walking & Campus Navigation Future Direction and Recommendation:

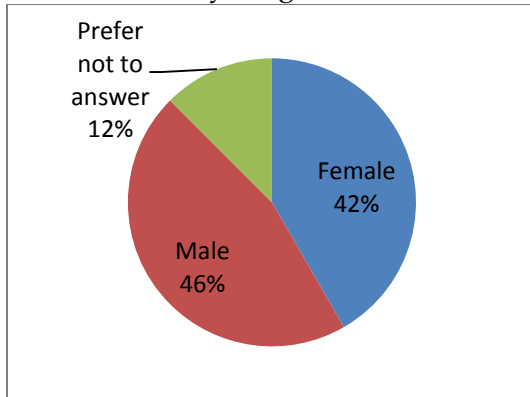
- Coordinate with CDOT to increase the safety of crosswalks and intersections.

Transit Future Direction and Recommendation:

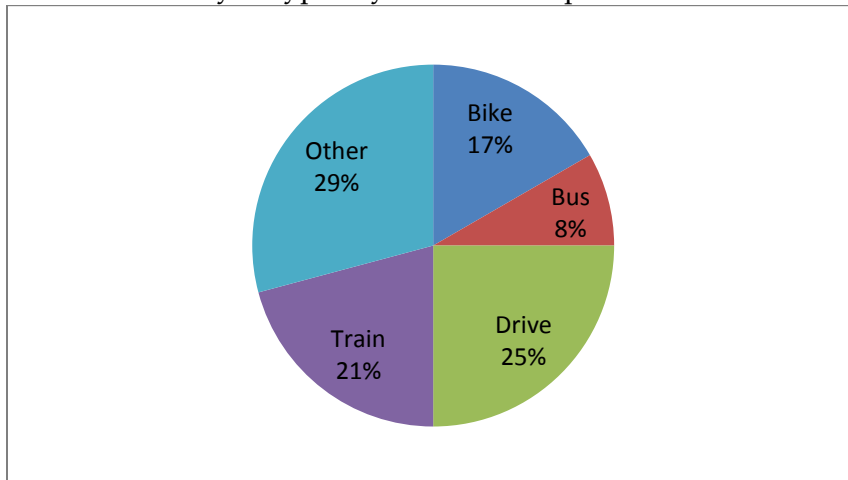
- Improve access to, and conditions of, transit facilities.

Keypad Polling results

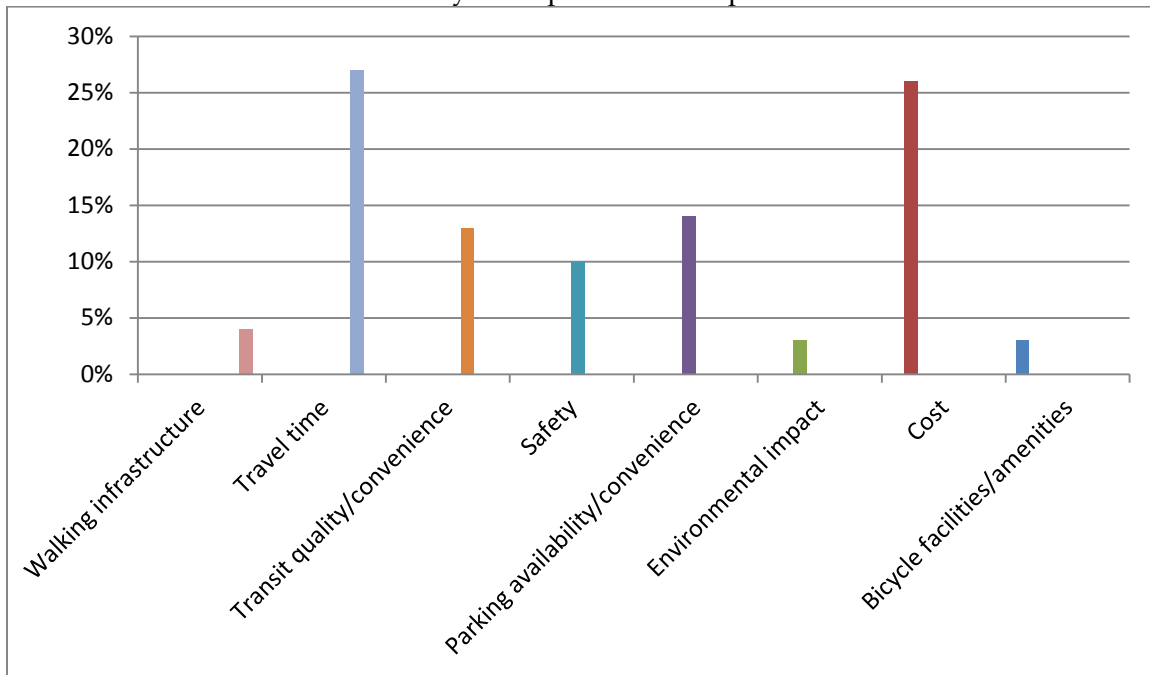
1. What is your gender?



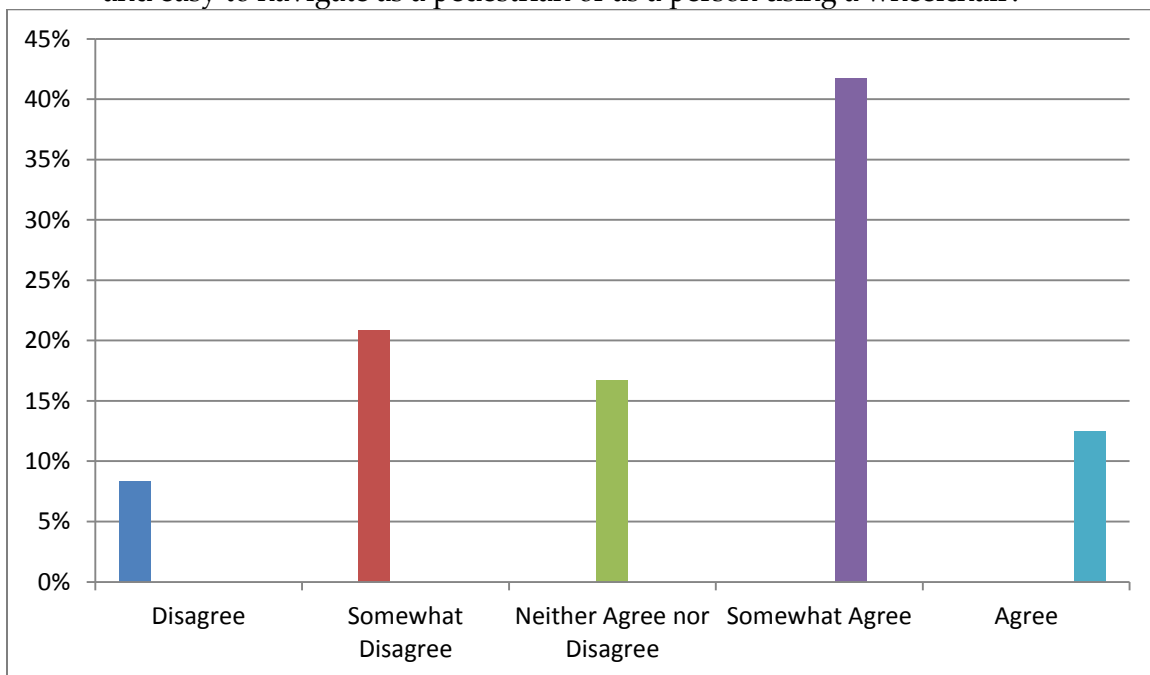
2. How do you typically arrive at campus?



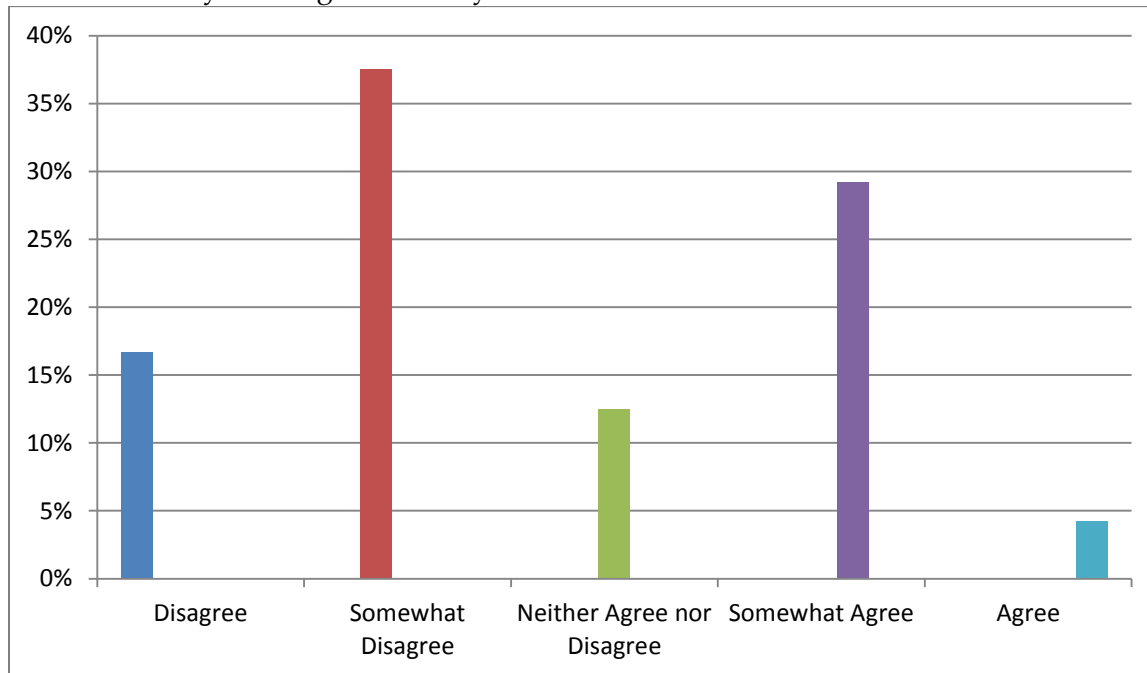
3. Travel Priorities: What are your top three travel priorities?



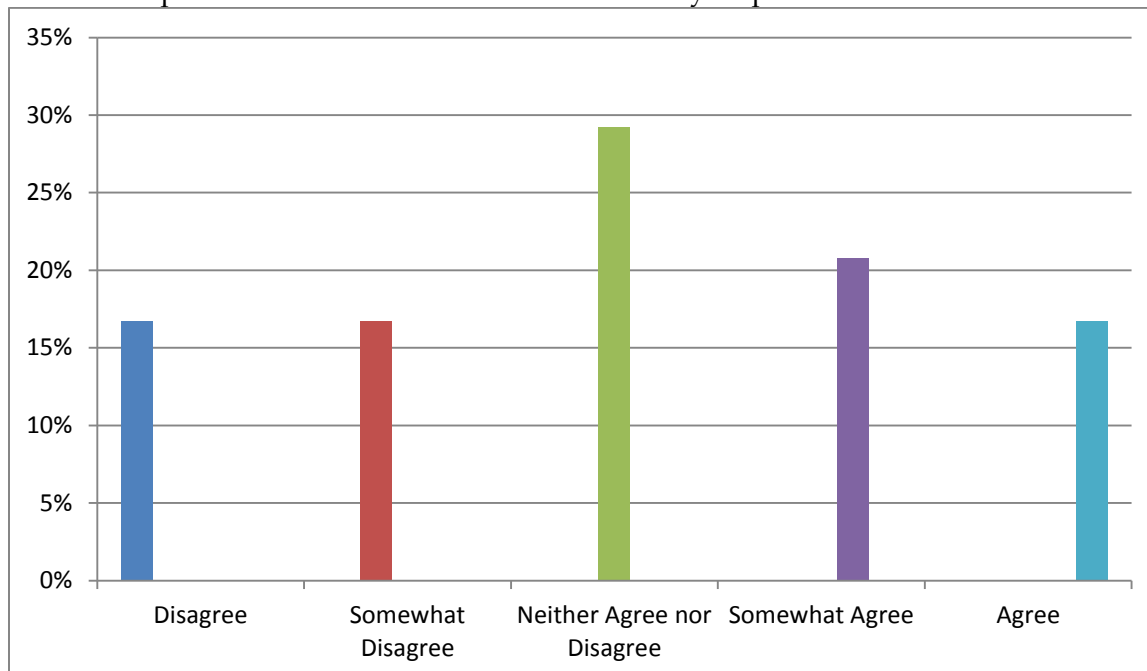
4. Please tell us whether you agree or disagree with the following statement: UIC is safe and easy to navigate as a pedestrian or as a person using a wheelchair?



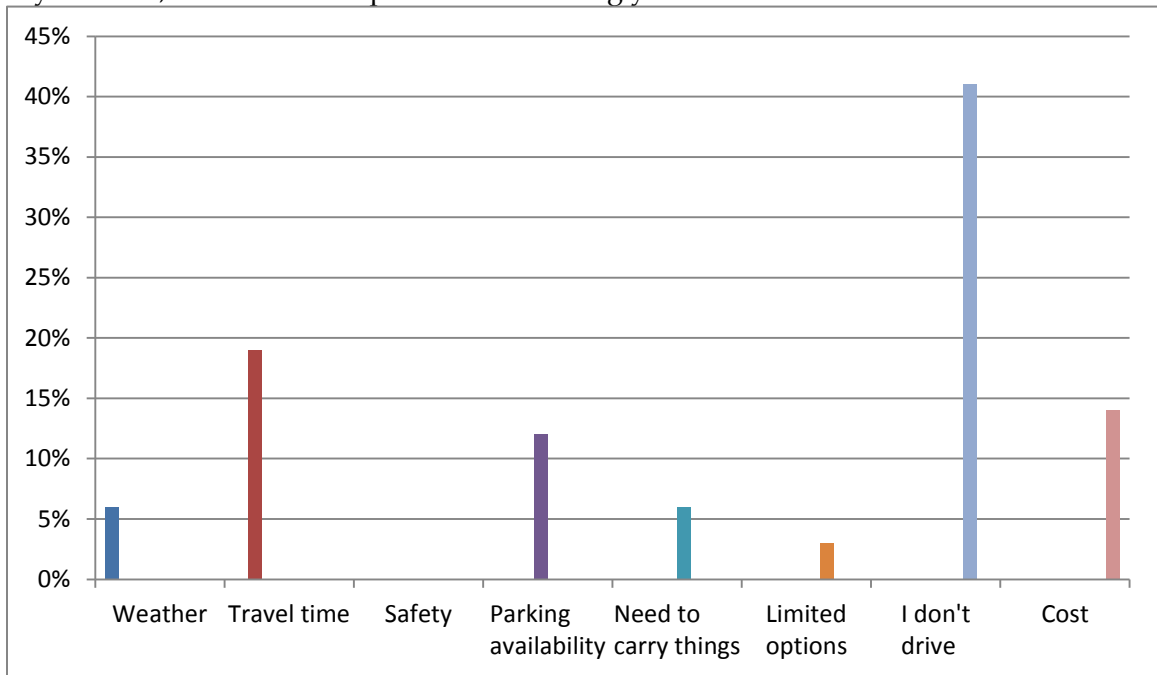
5. Please tell us whether you agree or disagree with the following statement: UIC is safe and easy to navigate as a bicyclist.



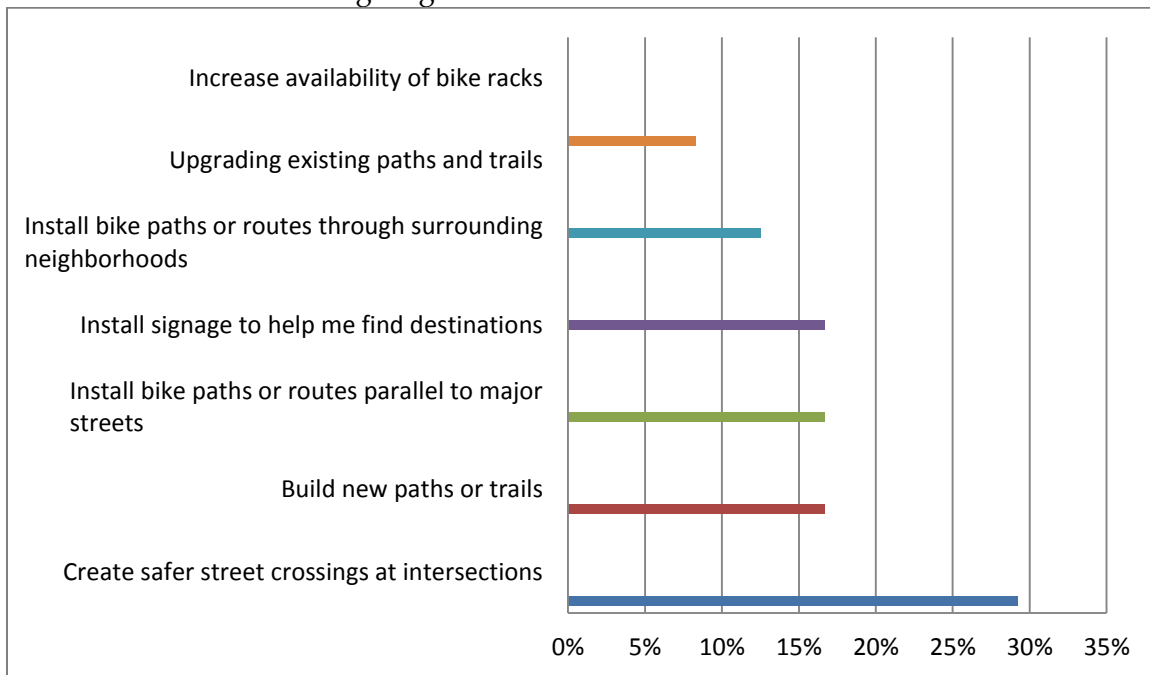
6. Please tell us whether you agree or disagree with the following statement: There is adequate shelter and useful information at my stop.



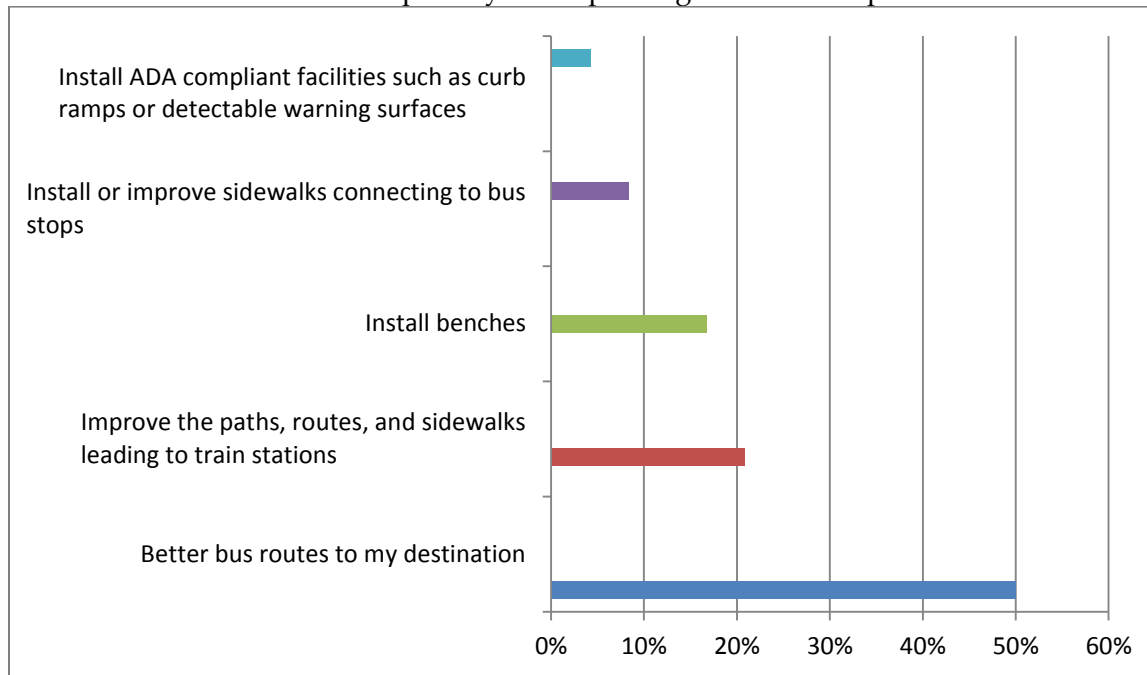
7. If you drive, what are the top 2 factors affecting your decision to drive?



8. What should be the #1 priority for improving the biking conditions throughout campus and the surrounding neighborhoods?



9. What should be the #1 priority for improving the transit experience?



Following the keypad poll, students participated in a mapping exercise, where they discussed in small groups the current transportation system on campus. They specifically identified issues related to walking, biking, accessibility, CTA bus and rail, and the UIC campus shuttle.

MetroQuest Survey

The MetroQuest survey is an online engagement tool that allowed UIC community stakeholders to share their transportation experience and priorities, and leave comments about their vision for UIC's transportation system. MetroQuest was an outreach method that engaged a greater number of project stakeholders who were not able to make it to the public meetings.

The MetroQuest site was available from October 31, 2013 to January 31, 2014. During this time frame, the site received 1,495 hits with 832 users taking the survey—a 56% completion rate. The MetroQuest link was posted on websites, in newsletters and social media, and sent to distribution lists, including:

- 10 Things to Know in the CUPPA (UIC's College of Urban Planning and Public Affairs) This Week list
- 25th Ward Alderman Daniel Solis e-newsletter and website
- 27th Ward Alderman Walter Burnett, Jr. e-newsletter
- CMAP project website
- CMAP weekly update
- UIC Great Cities Institute Twitter feed
- Illinois Medical District list
- The Chicago Lighthouse list*
- UIC Chancellor Committee on the Status of Persons with Disabilities*
- UIC CUPPA (College of Urban Planning and Public Affairs) list

- UIC Disability Resource Center*
- UIC News publication
- UIC Office of Access and Equity*
- UIC Office of Sustainability's website and newsletter
- UIC UPPSA Urban Innovations Symposium list
- UIC Urban Transportation Center list and Facebook page
- UIC UPPSA (Urban Planning and Policy Student Association) list
- UIC TODinners list
- West Central Association Chamber of Commerce e-newsletter
- West Loop Community Organization e-newsletter
- UIC distribution list
- UIC Facebook page

Additionally, small cards with the MetroQuest link were distributed throughout and around the UIC campus.

The responses to the MetroQuest survey shaped the following future directions and recommendations:

Walking & Campus Navigation Future Directions and Recommendations:

1. Coordinate with CDOT to increase the safety of crosswalks and intersections.
2. Enhance the pedestrian environment.
3. Clearly designate pedestrian and bicycle environments to minimize conflicts.

Biking Future Directions and Recommendations:

1. Encourage cycling through pursuit of higher status in the Bicycle Friendly University program.
2. Eliminate current physical barriers to bicycling on campus.

Transit Future Directions and Recommendations:

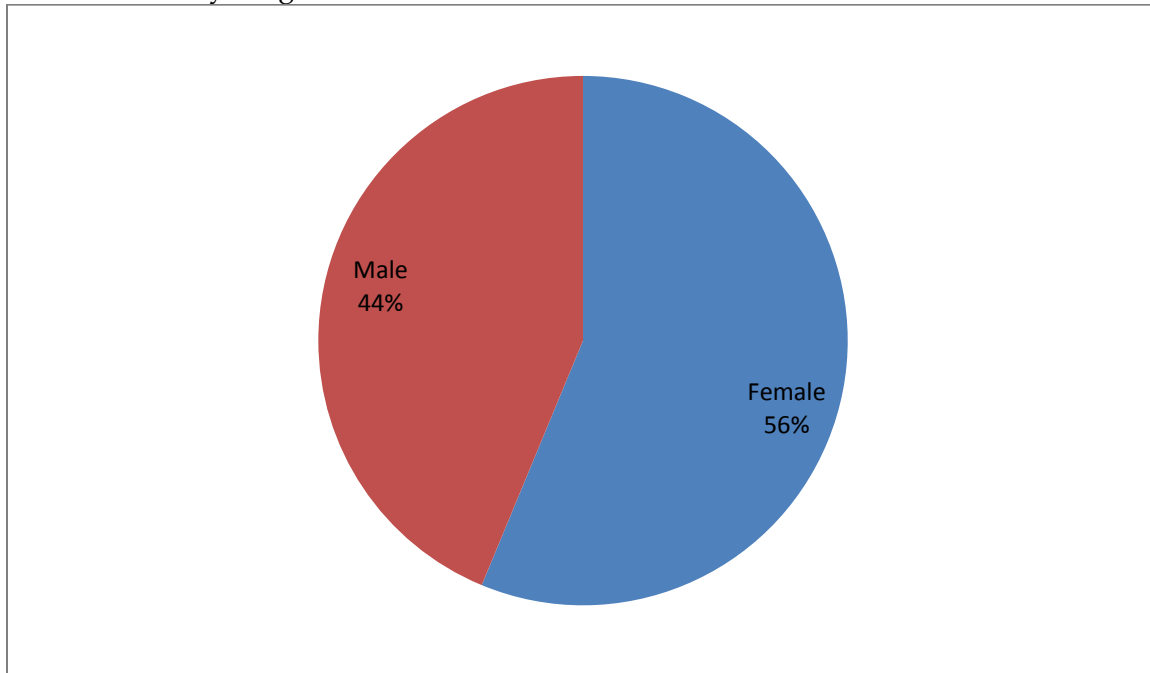
3. Realign shuttle routes, stops, and schedules based on an examination of ridership trends (or use the funds for other programs).

Survey Results

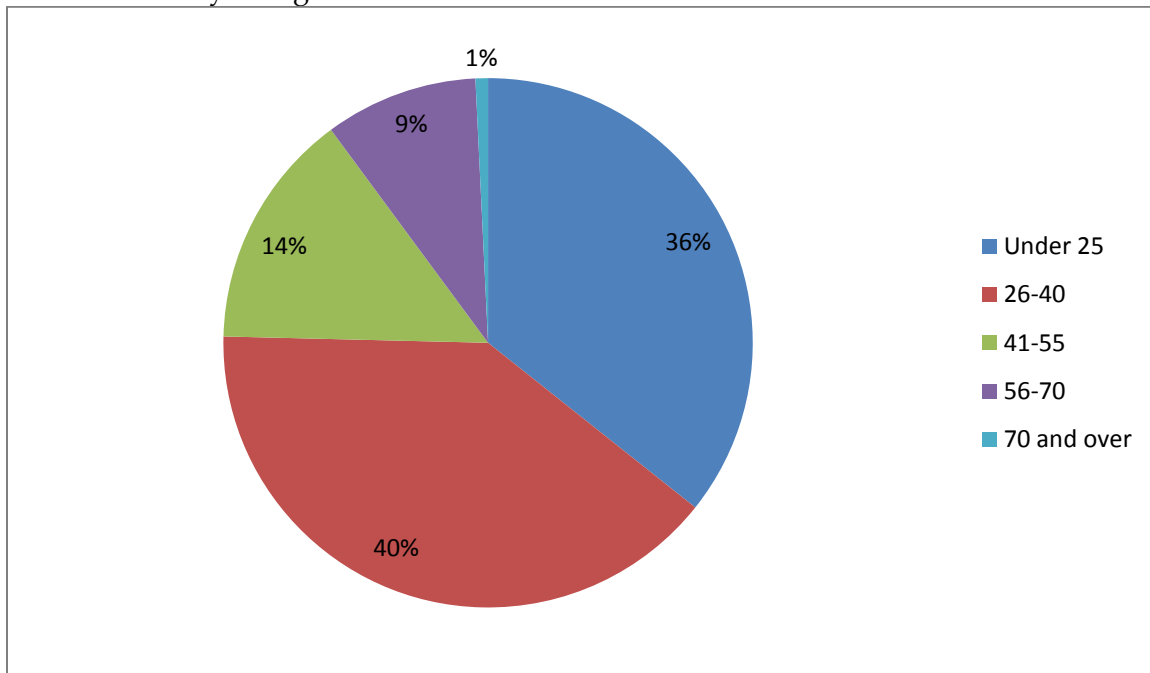
Below are the detailed responses to the MetroQuest Survey.

Tell us about yourself.

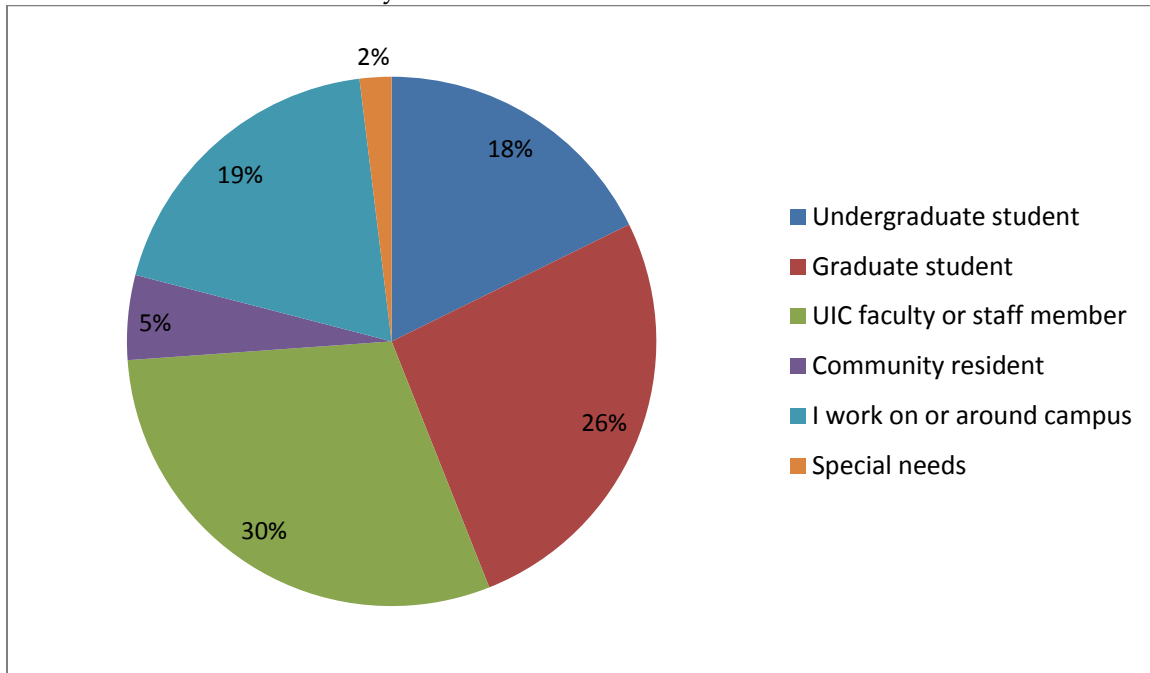
1. What is your gender?



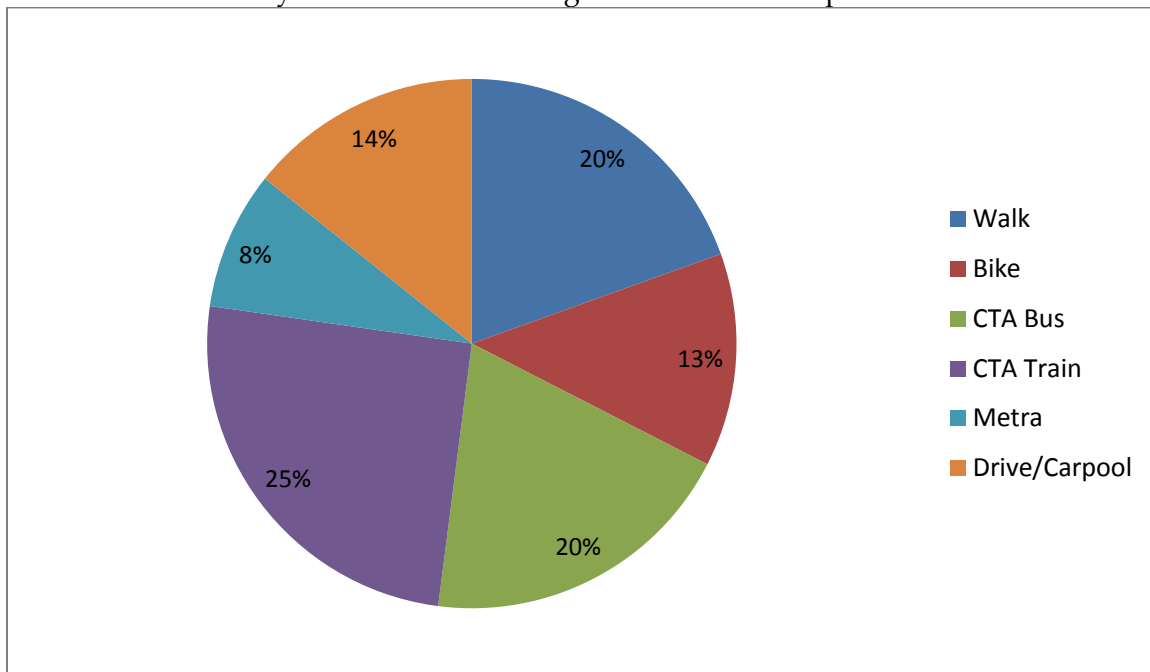
2. What is your age?



3. Which best describes you?

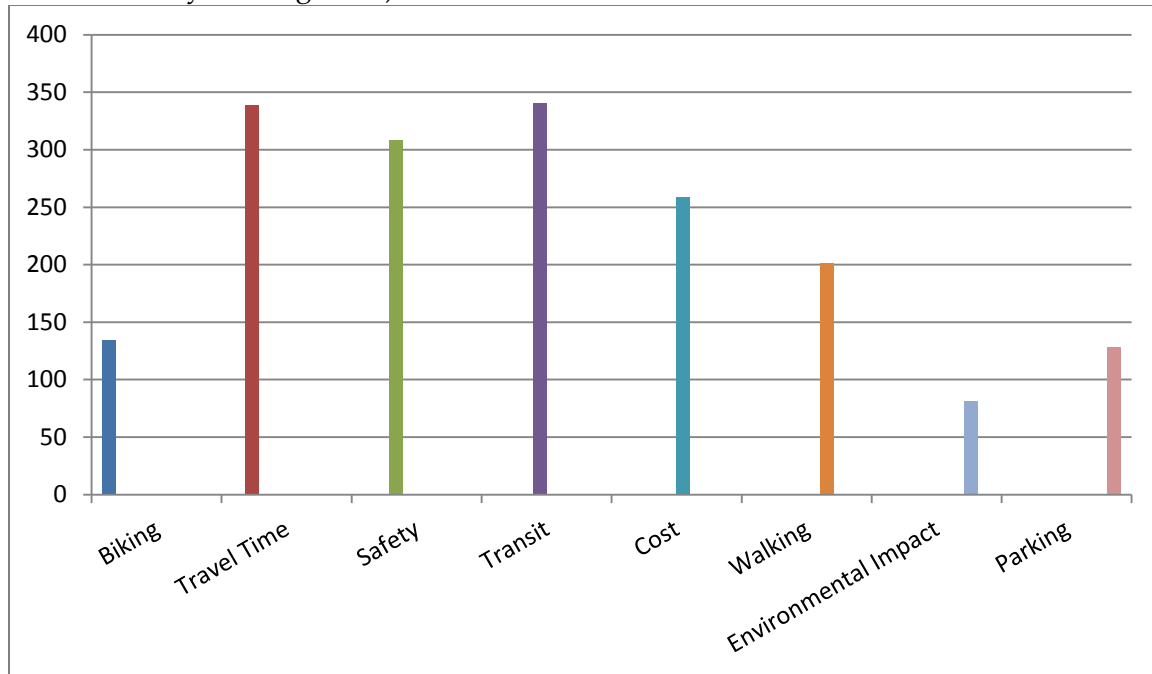


4. Which mode you use most often to get to and from campus?



Travel Priorities

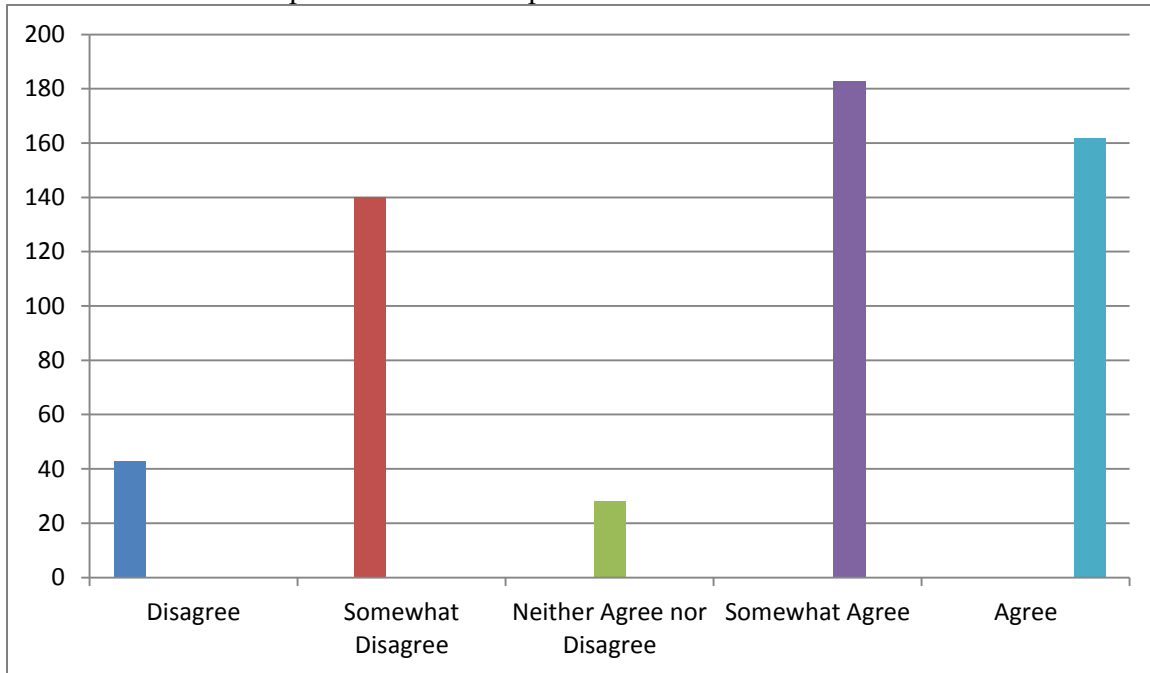
5. How do you decide which mode to take? (Respondents identified their top 3 considerations in order of preference and had an opportunity to learn more about each item by clicking on it.)



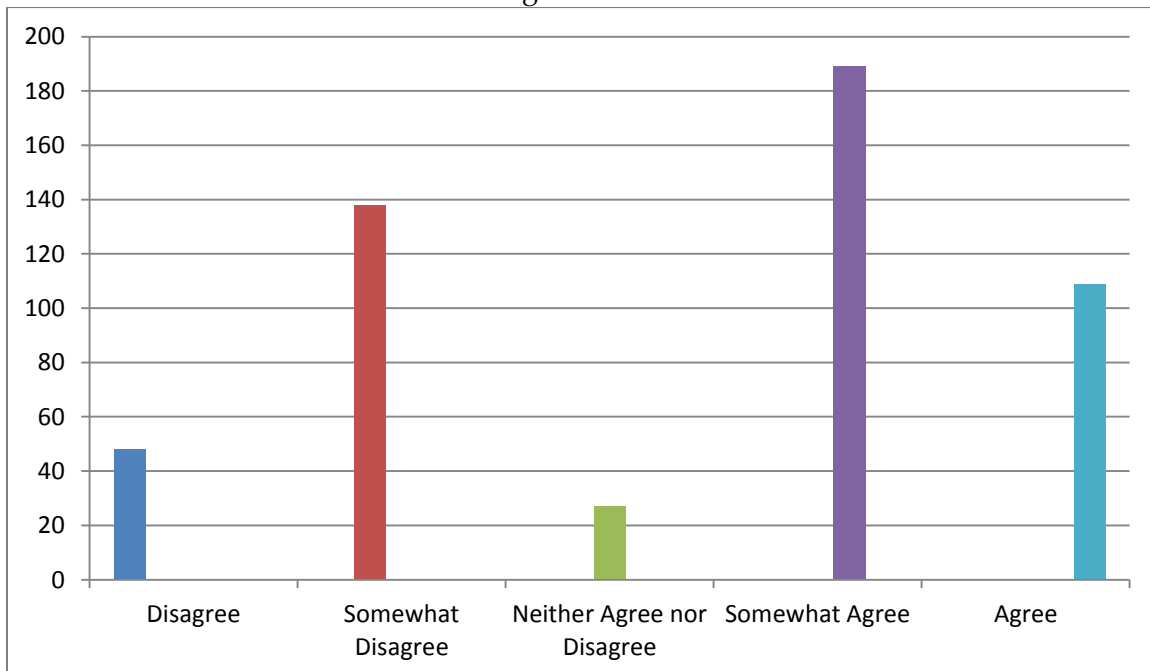
Walking and Biking

Walking/Biking Experience

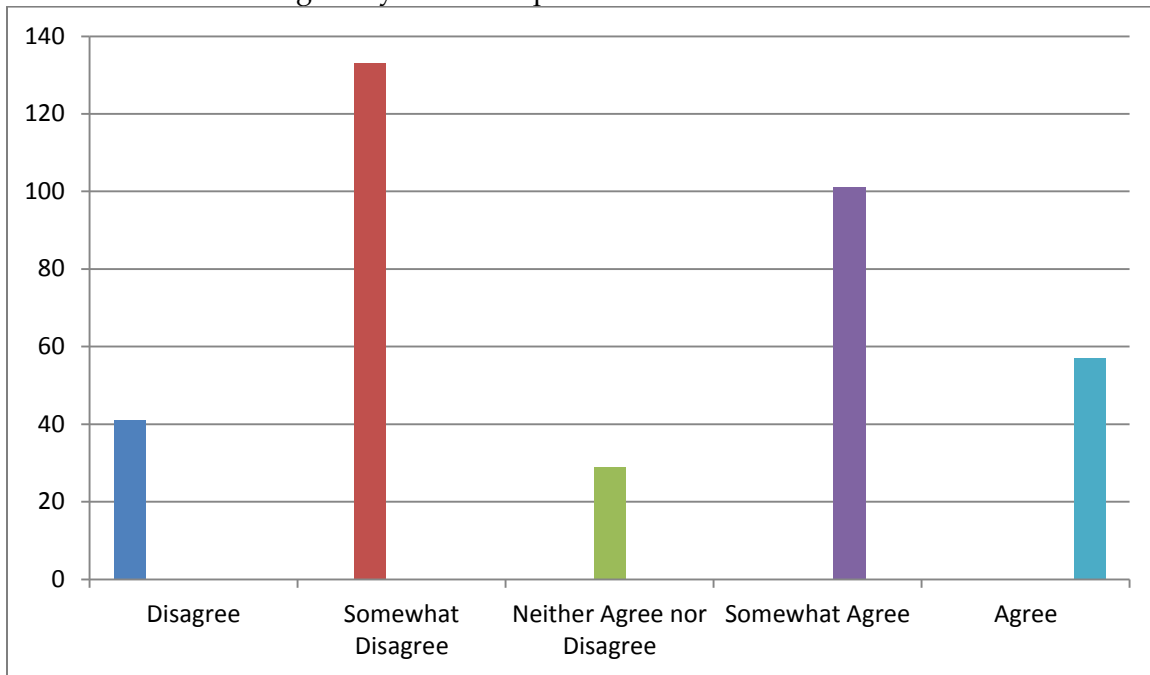
6. I feel safe as a pedestrian on campus.



7. Sidewalk surface conditions are good.

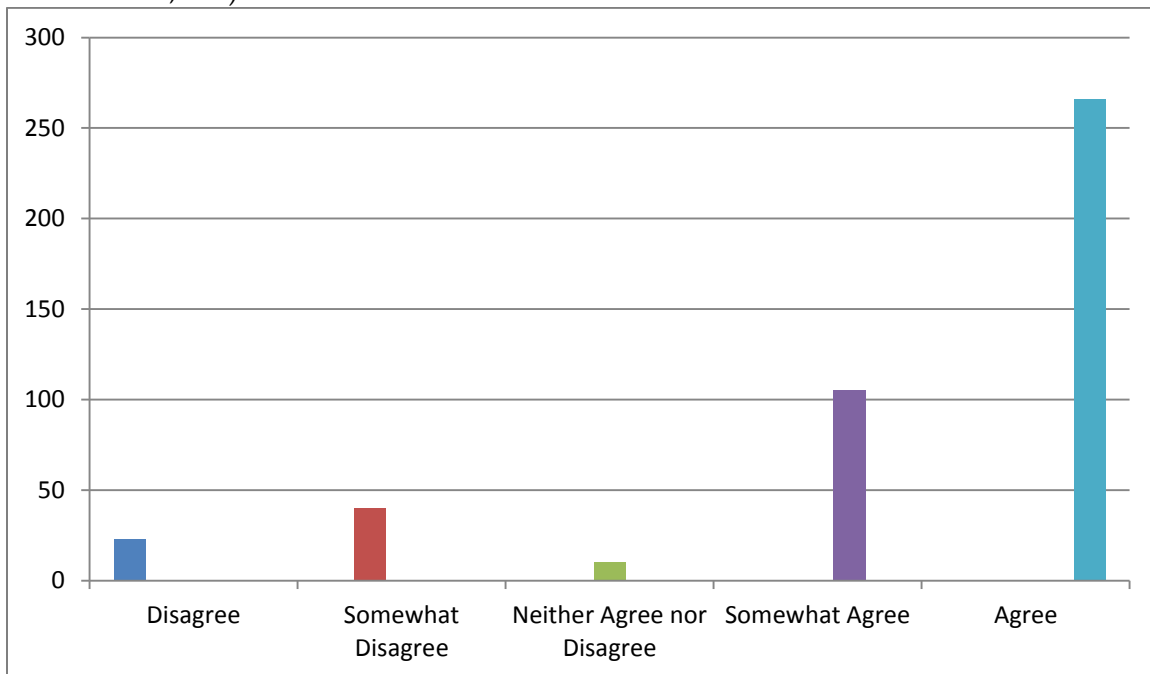


8. I feel safe riding a bicycle on campus.

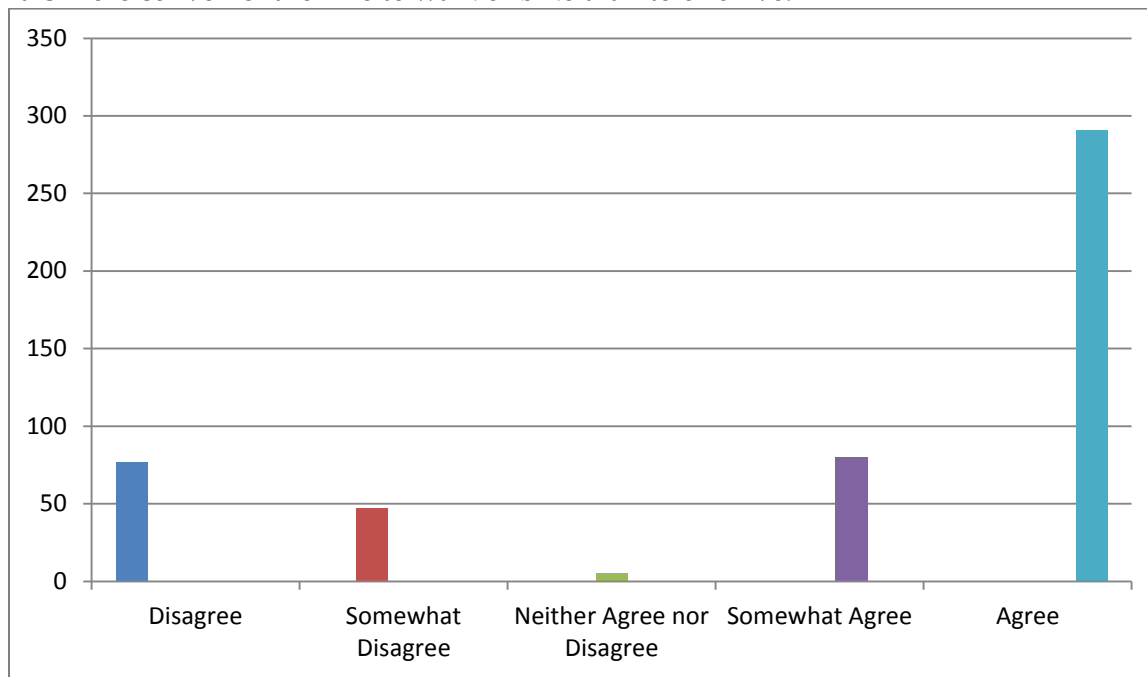


Walking / Biking Comments

9. I would like to see more on-road bicycle facilities (like protected bike lanes, marked bike lanes, etc.):



It is more convenient for me to walk or bike than to or drive:



10. I would bike more if ____.

- There were bike specific lanes throughout campus, if there was a covered bike parking are- this being secure would be a major plus
- I felt more comfortable biking in the city
- There were bike-maintenance stands around campus (especially air pumps). Also, if there were bike lanes on Halsted and Harrison around east campus.
- Better bike routes with adequate paving and lane markings off campus. Once on campus, there need to be a separation of biking and pedestrian paths, more cut curbs, and more racks.
- It was safer
- Bicycles were allowed on Metra in the morning.
- It was safer and more convenient bike racks.
- There were more protected bike lanes on my route to school. Particularly in the west loop area-Halsted is especially bad
- I bike whenever weather allows & not needing to carry big things.
- It was safer to bike especially on the streets with one lane in each direction (Halsted, Taylor). The surfaces of streets were in better condition.
- I didn't have to bike through some of the most dangerous ghetto's in the country.
- It seemed safer
- There was improved bicycle access on and within the UIC campus. The Peoria Street bridge would be a great location for an alternate bike route on Halsted. The Halsted bike lanes are often blocked, sometimes by UIC vehicles, and it can be unsafe to pass these vehicles. Within campus, a designated

bike route would eliminate conflict with pedestrians when trying to bike across east campus.

- There were secure parking for private bikes
- UIC provided secure bike parking, such as a bike garage or bike parking spaces in parking garages and lots
- More lanes, more Divvy stations/bikes
- I lived closer to campus
- There were dedicated routes for bikes.
- More protected bike lanes, even throughout campus.
- There were more secure and covered places to park the bike.
- Bike lands are marked on campus
- I felt safer having a bike in Chicago; it seems difficult to keep all the pieces of your bike when it is left out on a bike rack.
- The West Side weren't so dangerous and impoverished so that I could ride through it from Oak Park without fearing for my life. I am usually relegated to the train or driving.
- There were dedicated lanes/pathways around campus
- Weather, safety, and attire were not factors.
- Walking to a meeting 1 bldg. away is different than going from west to east campus. I do both so not sure how to respond.
- As a 64 year old I need a bike. Maybe Divvy could provide those, similar to the ones planned for Madison WE.
- Biking is my default method of getting around, only affected by the degree of horror of the weather.
- I owned a nicer, lighter road bike
- I lived in a forest.
- there were sheltered areas to keep my bike over night

- I had a bike
- I do bike every day; however, I would feel better if there were designated bike paths on campus. It is dangerous riding on the sidewalks on campus.
- There were safer bike routes (also weather is a factor)
- Harrison had a designated or protected lane. The east campus had a way to separate pedestrian and bike traffic because the majority of classrooms are not accessible by streets and are set within a large block.
- I felt safer, like if we had a biking system similar to Copenhagen.
- There were protected lanes east to west. Roosevelt is terrifying, as are Jackson and other E-W roads.
- Drivers weren't on their cell phones; it has become less safe for all travelers - drivers, bikers, walkers because drivers are distracted. a designated bike lane HELPS but can't guarantee safety.
- There were protected lanes that cars could not swerve into as easily.
- I lived closed to UIC and could take a bike trail all the way. Even protected bike lanes would not satisfy me because I would not feel safe
- It was safer
- There were more protected bike lanes and marked bike lanes.
- ...if I had a bike
- Campus had isolated bicycling lanes and a better connection with surrounding streets.
- It was warmer during the school year.
- Dedicated lanes, inter campus connectivity, sheltered bike parking, less bike theft.
- I lived closer to campus
- I knew how to ride a bike
- There were more access to bike racks

- There was more bike sharing and protected lanes
- The weather is my only impediment to biking more. I regularly commute by bike 7-8 months out of the year.
- Bike lanes on Harrison, Taylor, Roosevelt, Ashland and Daman
- I didn't have to bike so close to cars
- Safety for bikes has improved (theft).
- I lived nearby. I'm a commuter. Campus is only accessible by car.
- I owned a bike
- I never biked at all. I have not been on a bicycle in 26 years, and have no plans to change that.
- I lived anywhere near campus
- I lived anywhere near campus
- I lived closer.
- The chances of my bike being stolen were not so high.
- I did not have to worry about bike getting stolen
- There were safer (non-bike lane & non-sidewalk) routes for campus transport
- They were free & accessible around the campus. Had bike lanes within campus
- I wasn't commuting and I did t have to drag my huge bike around on the train.
- There are fewer potholes on the bike lanes, and maybe more protected bike lanes.
- Taylor St. heading east between Racine and Morgan wasn't a bicyclist's worst nightmare.
- Well the weather is also a factor. I would bike more if there was more space to bike. Biking around cars and students is tricky. Not to mention a lack of racks in the fall/spring
- I could on rely on the streets being cleared
- I didn't live so far.
- I didn't live so far.
- My bike wasn't stolen right in front of the library. Too much crime, not safe neighborhood . . . too many muggings . . .
- People didn't steal bikes
- There were designated bike lanes on surrounding main streets. (Especially Harrison and Racine)
- Divvy costs were lower.
- Bike theft wasn't so common, weather permitted it
- Bike theft wasn't so common, weather permitted it
- I wasn't so afraid of cars and if I lived closer to campus.
- I owned a bike.
- I owned a bike.
- I had a bike
- The sidewalk path to the chemical engineering building (CEB) should be cleared in the winter. It is awful walking there and not fair to those students. The side walk from East campus to CEB is really bad also.
- Locking up my bike was easier/safer
- There were also safer places to park my bike. So many of my peers have had parts of their bikes stolen
- The bike lanes on Taylor St and Harrison St did not have major potholes. I also wish there was a bike lane on Racine.
- I had a bike.
- Roads and sidewalks were clean and had designated lanes away from pedestrians
- ...there more Divvy stations on campus. I generally bike daily, so I could really only bike more when my bike is in for repairs.
- There were bike lanes on campus
- I felt safer and felt that there were safe locations to lock a bike up

- The ice during the winter wasn't so bad
- I was good at bike riding.
- I didn't live in Oak Park and had to go through the west side.
- There were colored marked and protected bike lanes visible during all seasons.
- Taylor St. wasn't so filled with potholes and crevices. It's very difficult to bike to and from the east and west UIC campuses
- The weather was better
- I was not travelling with children
- There were more bike lanes and bike racks and security at those bike racks
- If there were SAFE bike storage areas, protected bike lanes, and bike routes THROUGH campus.
- It was safer! And if there were a secure place to keep my bike on campus (i.e. reserved lockers).
- The roads were better; there were more bike lanes particularly around West Campus. For example Ashland
- It is very unsafe for bikers by the on-ramp for I-90 on Roosevelt.
- Divvy bikes were cheaper or subsidized by UIC for employees.
- This isn't an option for me as I commute from the suburbs.
- I felt more safe sharing the roads on my commute
- There were more biking lanes on the west side of campus
- Bicycle lanes were more protected
- Divvy was available in front of 611
- I'm not a biker, but respect those who use them. However, bikers must obey traffic signals and laws like everyone else. I can't tell you how many "near misses" I've witnessed as a driver stopped at the light on Halsted in front of SCE. Bikers in the northbound bike lane routinely cruise right through red lights at high speeds nearly missing pedestrians crossing east/west who have the right of way. Very dangerous. Or they come around the left side of a bus stopped there and have no idea a pedestrian is crossing in front of the bus and they nearly kill them.
- FEWER bicycles in pedestrian areas. Cycling should be encouraged, but in designated areas on the road. Cyclists should be warned/fined for aggressive riding in pedestrian areas.
- I prefer to bike if the weather is agreeable.
- Didn't hate bicyclist and their total disregard for the rules of the road because they feel like they can run red lights, drift through traffic, and suddenly "transform" into pedestrians when it suits them. All the while blaming drivers/walkers for being in their way.
- There were covered bicycle parking at Student Services Building
- It was safer, and I didn't have to worry about how I looked.
- I lived closer to campus. If there were safer bike routes from where I live, to campus. Mostly scared of motorists who don't obey the law. If I did ride, I would want a protected bike facility to park my bike.
- Dorms need indoor bike rooms. I can't leave my bike outside for an entire year.
- There was less ice and slush in the winter.
- Neighborhoods and streets were safer
- The bike lane on Taylor were safer
- I felt safer on campus.

- I knew that my bike would be safe wherever I put it on campus. I'm afraid of it getting stolen.
- ...the Divvy bikes had seven to ten gears. The three gears available aren't good enough for a tall person.
- I felt safer on Chicago roads
- The weather wasn't so cold
- I lived a lot closer
- The weather were better year-round, and if there were safer bike lanes on Damen, especially along the highway intersection.
- A) We had nicer weather and B) I didn't live so far away (1 hour bike commute)
- The streets were better paved and salted during winter. Please do not place the snow in the bike lanes. I also wish bike racks were strategically placed to be covered by buildings or inside parking garages (bike rack on every level?) so that we could keep our bikes protected from the elements. I'd pay for safe indoor biking great.
- I had a bike
- It seemed safer/more secure places to put bike
- There were protected bike lanes on Morgan, Taylor, Halsted etc. Current Bike lanes are not buffered and provide no physical barrier between bicyclists and automobiles
- There were safer places to park my bike
- Chicago bike lanes were safer and better maintained. The ones near UIC are great, but others (i.e. Halsted between Grand and Lake) are not so great.
- I felt safer.
- I had protected bike lanes and an on campus bicycle storage and changing facility.
- I didn't live so far away; the weather wasn't so cold; there were safe places to lock up bikes; I was a better bike rider
- There was a way for me to easily get around campus on my bike and better bike parking. I have a thick bike and the way the parking is, I can get trapped.
- The weather was not so cold or Roosevelt was not so scary to bike on.
- There was a safe place to park my bike. Divvy is a better choice right now
- The bike lanes on Taylor were in better condition and there were more available bike racks on West Side
- I wasn't afraid I would get hit by a car
- There were more bike lanes around campus, and if there were more places to safely store a bike while on campus. But the biggest deterrent is the fact that my commute to campus does not have many bike friendly routes, so I don't bring my bike often.
- The number of bikes that ultimately get stolen on campus was less.
- I had protected bike lanes and clearly marked bike lanes
- If the weather was nice
- There were more protected bike lanes.
- There was safer connectivity between campus and the rest of the city.
- Make a protected bike lane going east to the Lakefront Trail bike path. Make a north / south protected bike lane on Peoria or Morgan going to Kinzie
- More bike racks, more protected/designated biking lanes
- I didn't live so far from campus. (Edgewater)

- I don't bike because I am frankly not willing to risk getting destroyed by some driver talking on a cell phone
- It weren't so cold out!
- UIC had covered and/or monitored bike parking available

Additional comments on Walking

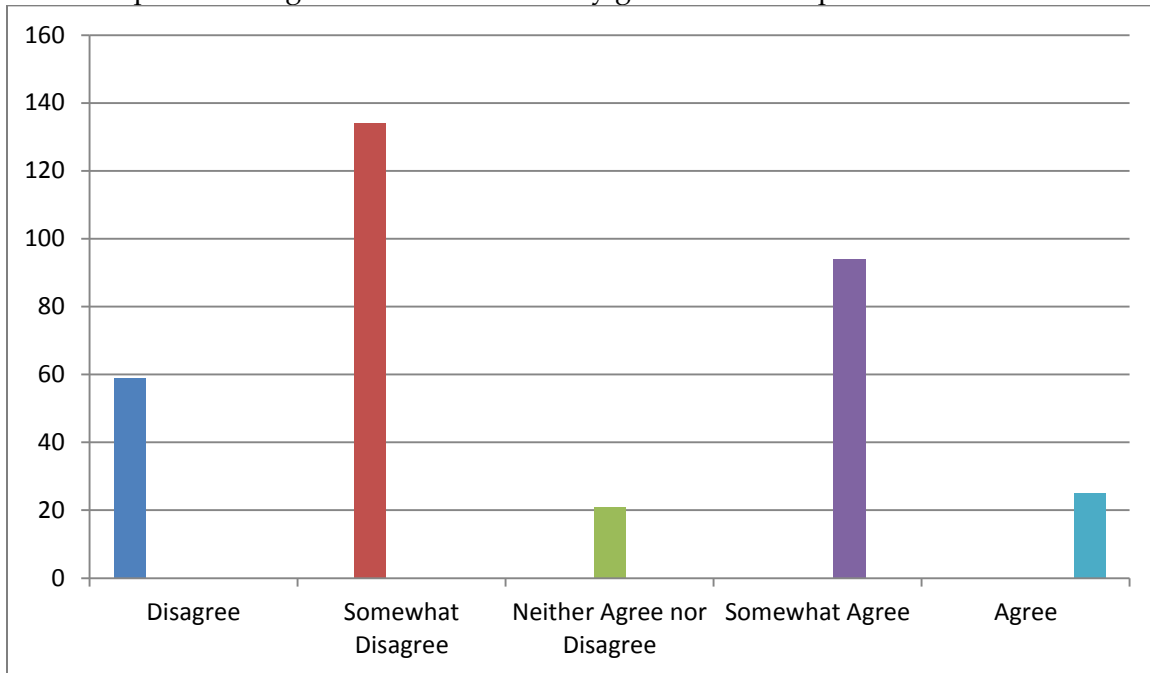
- Walking to and from commuter rail stations is important. Safety and keeping snow off the sidewalks in winter is important.
- Occasionally the lights are out, very dark along Wood Street to Parking Lot M???, south of Roosevelt. Kind of creepy and scary.
- This is probably impossible to change but here goes: there is some significant foot traffic on Harrison between the campus and State Street, South Loop, where there are numerous students. The sidewalk adjoining the empty lot between Wells and the river bridge is covered with snow and/or ice perhaps 25 days in the winter, incentivizing 2/3 of the pedestrians to walk in the street as I do. This is unsafe. The same situation holds for the sidewalk in front of the brick post office garage on the north side of Harrison just west of the river bridge. --Andrew McFarland Professor, Political Science
- Ideally I would like to walk from Union Station to campus every day, but when it's raining or really cold, I'm more worried about getting back inside quickly.

Additional comments on Biking

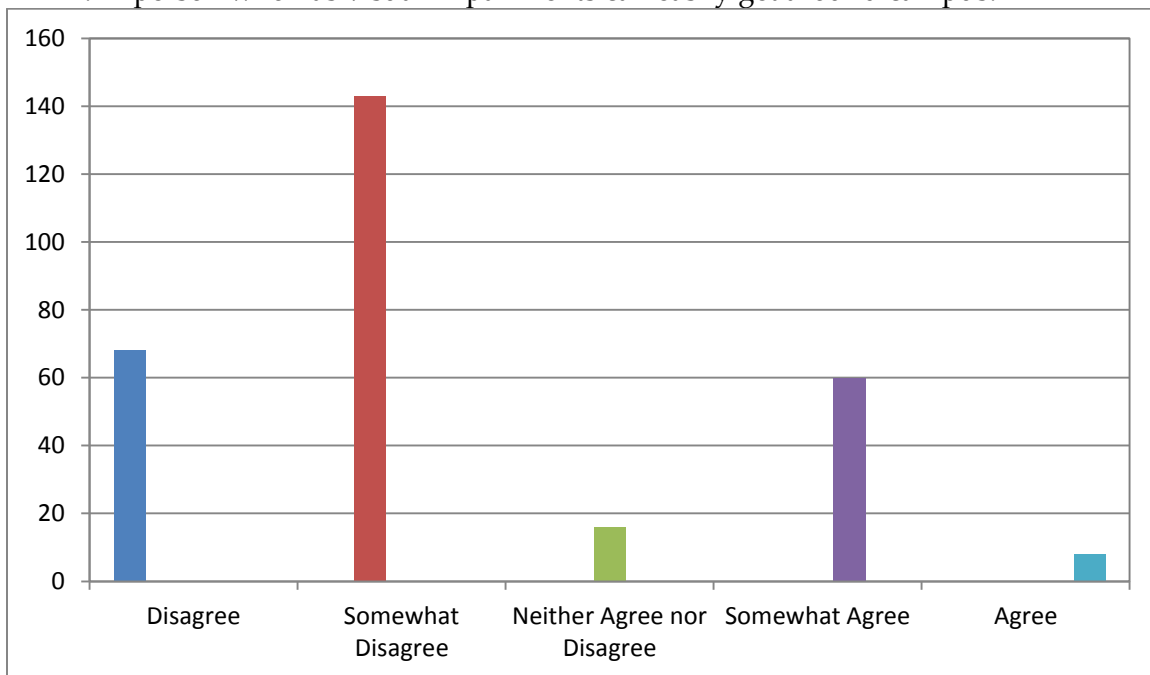
- Keeping UIC roads bike friendly is important, especially main arteries like Harrison from Halsted to Racine.
- There are a lot of potholes along Taylor Street when commuting from Ashland to Morgan. There are also a lot of potholes on Harrison when commuting from Ashland to Halsted.
- Safety concerns are actually a really big part of the biking option.
- Even though I bike on Damen, which is a city bike lane, I find that is a really dangerous route along I-290 intersections. I really would like for the school to work with the city to create a safer route.
- It would be great if there were bike lanes particularly on wide streets. Signs to alert individuals of cyclists and remind them to look before they open their door. Bike racks under a cover would be great.
- Safety when biking is a huge priority. I would love to have more safety from motorists than I do now.

Access Issues

11. A person using a wheelchair can easily get around campus:



12. A person who has visual impairments can easily get around campus:



13. Please share any additional thoughts on Access issues.

- Campus maps are insufficient, and more cut curbs are needed.
- Sidewalk area around Architecture building floods terribly whenever it rains. Impassable for wheelchairs, barely passable for pedestrians. CUPPA is inaccessible more often than not due to construction and/or broken elevator.
- The campus is a maze since most buildings are similar in design and all resemble one another.
- Accessibility is shameful in many of the older buildings.
- Fix sidewalks that flood when it rains. Improve ramps and other facilities using principles of universal design.
- The intersection at Racine and Harrison needs much better crossing signals as SSB is home to Disabilities Resource Center. The right turn arrows there are dangerous for sighted persons as well.
- The intersection at Racine and Harrison needs much better crossing signals as SSB is home to Disabilities Resource Center. The right turn arrows there are dangerous for sighted persons as well. People assume a safe crossing to median yet speeding traffic has the right turn arrow. It's a meat grinder.
- Most of the elevators seem rather outdated and take extended amounts of time to arrive even in buildings that are only 4 floors.
- People with visual impairment can't get around easily anywhere. I know that's a smart-aleck response, but seriously, unless you're going to invest in a lot of audio cues in public spaces, this is a very hard problem to solve.
- People with visual impairment can't get around easily anywhere. I know that's a smart-aleck response, but seriously, unless you're going to invest in a lot of audio cues in public spaces, this is a very hard problem to solve.
- As a visually impaired individual, I find the signs around campus very helpful and easy to read! There's also great public transportation (because I can't drive) and few strange bumps/obstructions in the sidewalk. It may be beneficial to put beeping systems in addition to pedestrian walk/don't walk signs. Also, UIC could benefit from diversifying the color on campus... it'd make landmarks more identifiable, which helps when you can't always make out the details of certain buildings.
- Some elevators hard to access. Some intersections completely not acceptable on west campus.
- I can't imagine how I could answer this, not having a mobility or visual disability. You know that any answers to these questions you receive from non-disabled people won't be very useful, right? How could we know their concerns or experiences?
- Sidewalks dip down a lot. Drivers are not always aware/considerate of pedestrians.
- Room numbers are confusing and hard to see
- Names of the streets and building numbers are not clearly marked.
- The Student Recreation Facility needs more bike parking.
- The Student Recreation Facility needs more bike parking.
- Visual impairment seems like a tough one. Possibly a protected tunnel would make sense, especially when it is bitter cold outside.
- Cannot answer these
- I'm not either of those, so...
- I'm not disabled so I am in no way an expert on this issue, but I imagine it's quite difficult for both
- There are many outdated buildings on campus with somewhat hackneyed modifications to facilitate accessibility. There are also multiple with prohibitively slow, scary old elevators.

- Too many intersect in paths. Paths should T not X.
- There should be fewer discontinuous surfaces, curb cuts, etc.
- On three or four occasions, I've seen a blind person trying to navigate the maze-like sidewalk system outside of the port center cafe. That area could use some help.
- The walkways never go in straight lines making it difficult for the visually impaired to navigate, handicapped entrances are often locked; there are cracks in most pavement.
- I can't speak to these issues.
- I was on crutches for a while. It was hell. Campus is bad enough for the able, it is actively cruel to the disabled.
- It would be nice if there was an auxiliary entrance at Polk, but I know that isn't really your issue.
- I was on crutches and in a boot for most of the fall and spring semester and there were many accessibility issues. The sidewalks were not clear of ice and snow. I had no answer when I asked about getting a better parking spot and sometimes the elevators or accessible doors did not work.
- I feel like many spaces are very crowded and face paced, which makes it difficult to get around campus
- I used a wheelchair for 3 hours on campus, can't call it easy, I definitely noticed more cracks in sidewalk or slight angle to sidewalk because I had to push more on 1 side. But I don't expect UIC to fix either of those.
- I imagine it would be very easy to get lost if you had a visual or auditory impairment. I don't have either and I still get lost a lot. The maps save me.
- I can't really speak to either of these, as I am neither wheel-chair bound nor visually impaired. There should be an N/A option on these questions.
- Ramps are poorly located on west campus for entering student housing- it's not easily done from the central courtyard area
- In wintery conditions it would be tough considering how much water doesn't drain.
- The CTA stops during the winter are WRETCHED. I cannot fathom how anyone with a physical disability, particularly one that involves legs/movement could get through.
- There are a lot of ends of sidewalks that are non ADA accessible without tactile panels and sidewalks on campus often pool up with water making it inaccessible for wheelchairs.
- The CTA #8 most of the time the buses come literally back to back. So I would want to them to schedule their timings every 15 minutes if possible instead of coming all at the same time.
- SIGNAGE!!! Give us some directions on getting around, please!
- I don't know, I've never considered how accessible the campus is to people with disabilities, and I don't know what accommodations have made to make the campus more accessible.
- Taylor needs to be re-paved because it's a pothole land!
- Bikers ON campus ride at dangerous speeds. They do not yield to pedestrians, do not use bells/whistles/calls, and zoom by people who are distracted and may get injured. Who is regulating them and the skateboarders?
- The word "easily" is rather vague in these set of questions. Is the mobility of those in wheelchairs and with visual impairments the same as others? Of course not. But mobility is feasible and at an acceptable level.
- There are a number of inconsiderate drivers/bicyclists.
- There are such limited access points for persons in a wheelchair. Many of the buildings have access doors that DO NOT WORK, or have multiple floors with no elevator access (BH, TH, AH)
- OMG. BSB is a nightmare for people with no disabilities.
- None of the commuter or inner campus buses is accessible for those with crutches, canes, wheelchairs, motorized wheelchairs, etc...I came back to work from knee replacement surgery only to find that if I needed to travel between campuses--it wasn't happening with regular

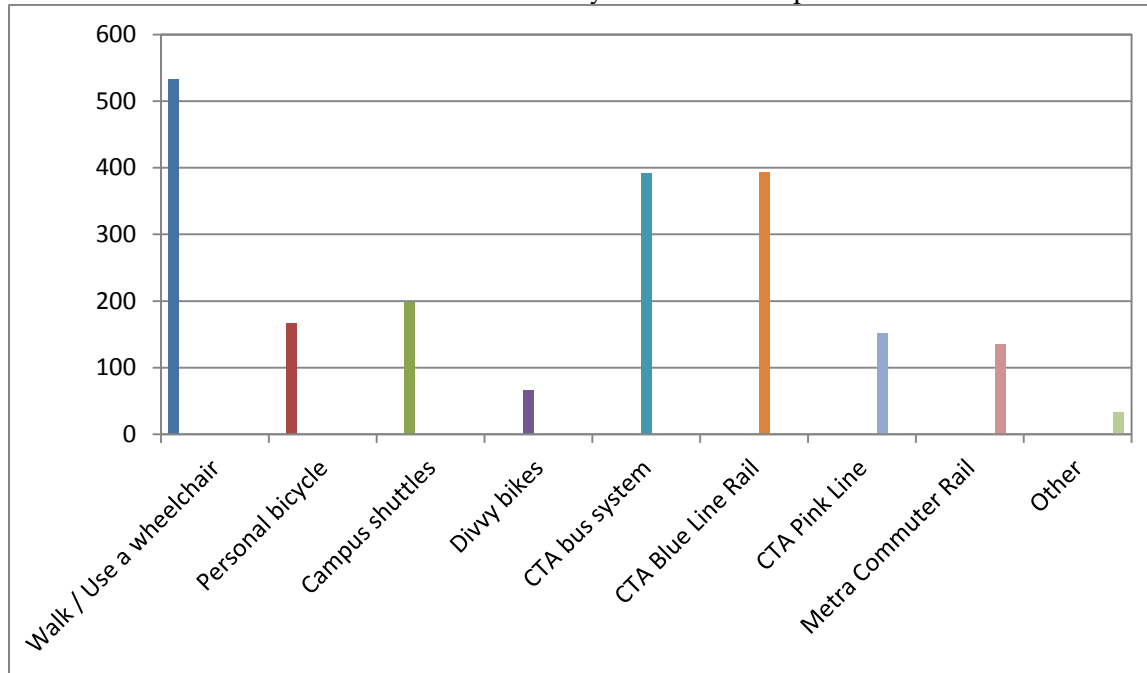
campus transportation. I didn't feel the need to have door to door service...just wanted to be mobile.

- I think there is reasonable accommodation for people who use a wheelchair or have visual impairment. You certainly see many people on campus who are blind or disabled.
 - Also - the campus tunnel system (Westside) could be improved - made safer - used better. They're confusing, isolated, etc.
- I don't experience either condition, but especially when it's snowy, I imagine it would be difficult to get around (same for people with baby strollers)
- I don't know how to answer these questions. It seems like the campus is fairly accessible for wheelchairs. Not so sure about the visual impairment question.
- The sidewalks are kind of crappy
- There needs to be way more accessibility for blind/visually-impaired individuals.
- There have been improvements over the years but I'm not the one to evaluate these things as far as accessibility is concerned
- I'm sure wheelchair access is better than it has ever been, but the poor condition of many of the sidewalks would make that mode of transportation difficult. I've witnessed this first hand.
- Thank you for considering these populations, as I'm currently working with a few students and field instructors (outside agencies) who have impaired vision.
- College of Medicine has serious accessibility issues
- It's getting better, but there's still a long way to go.
- People are incredibly rude when walking. The number of times people run into me because they are on their phone texting is numerous. People also don't stay to one side and will crisscross across a path slowing everyone down.
- The sidewalks, especially where bricked, are in really poor condition, especially in the quad and out front of Student Center West. Also, the sidewalks on the east side of campus have no order or sense to them. The way they lead from one place to another is completely inefficient and a blind person could easily be confused.
- People with disabilities would not be able to get around campus during the winter (which is most of the school year). Some walks through campus are unsafe for even normal walkers.
- I haven't seen any elevators
- There doesn't appear to be much infrastructure within the campus that supports those who are disabled.
- As I don't have a disability such as these, I can't give a good answer. But I would say it is possible that there are problems for these people in navigating campus

Public Transit

Getting Around

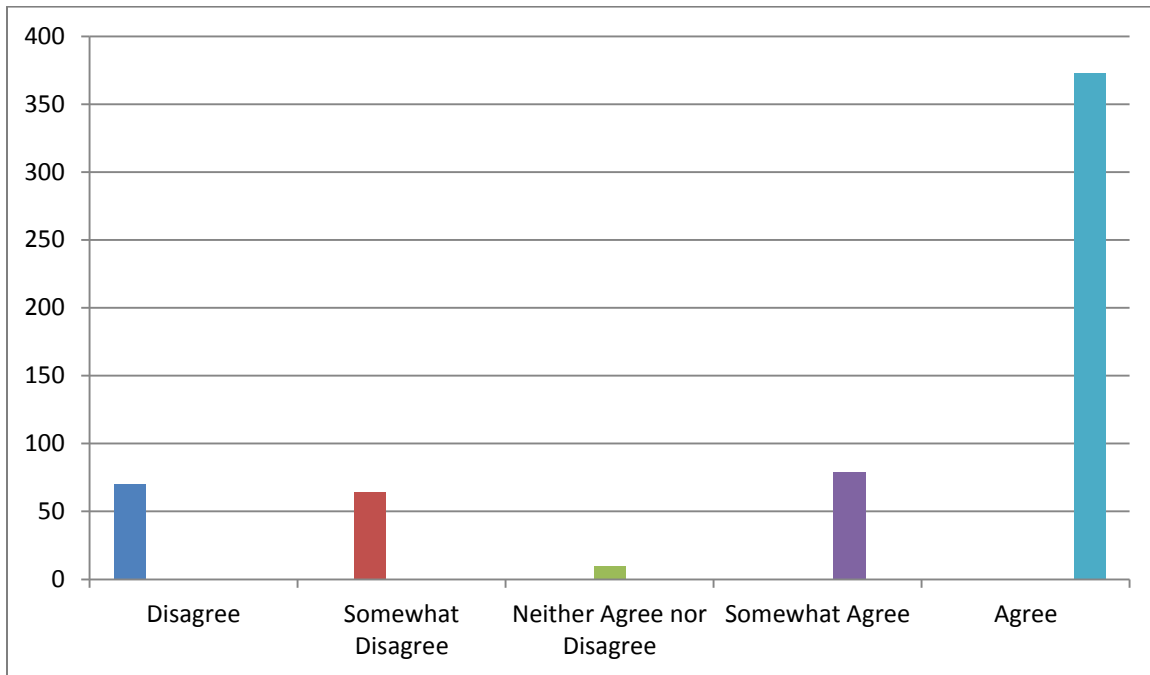
14. Which modes and transit services do you use on campus?



Other modes and transit services include:

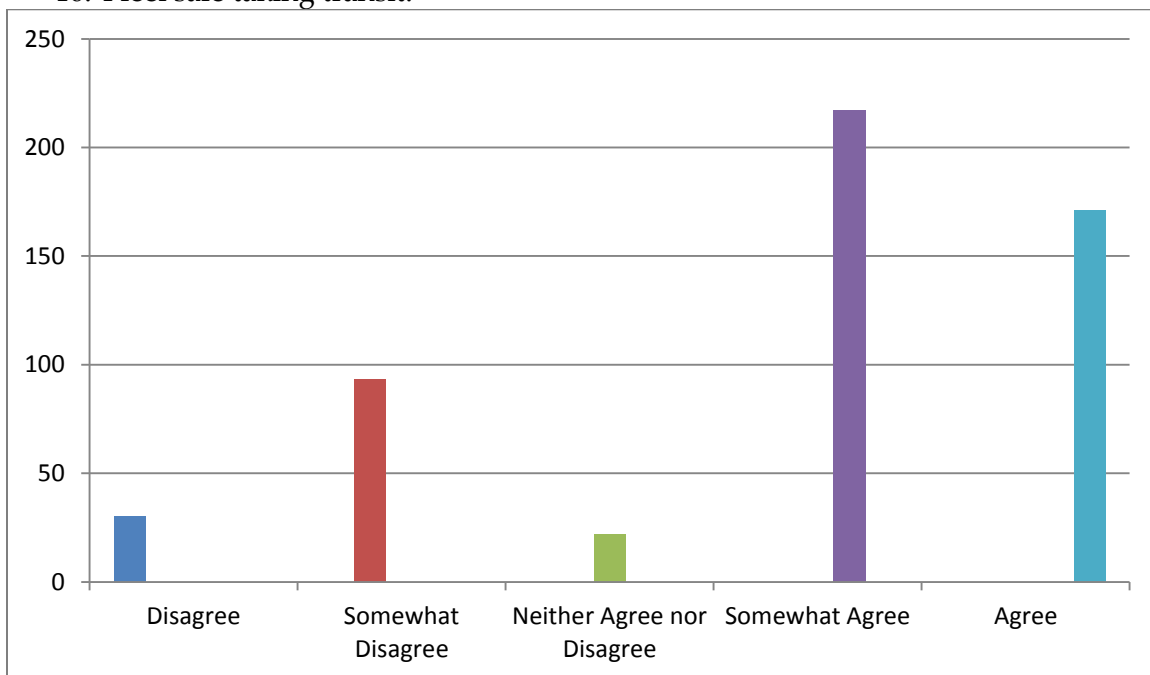
- Drive personal car (38)
- Foot/kick scooter (2)
- Bus: #7, #8, #12, #157 (3)
- Longboard/skateboard (3)
- CTA Green Line (2)
- Northern Indiana Commuter Transportation District/South Shore Line (2)
- Campus shuttle (2)
- Pace Suburban Bus Service (2)
- Commuter shuttle
- Co-worker's car
- CTA Orange Line
- Personal assistant to wheelchair user
- Razor scooter
- Segway
- Taxi

15. It is more convenient for me to take transit than drive.

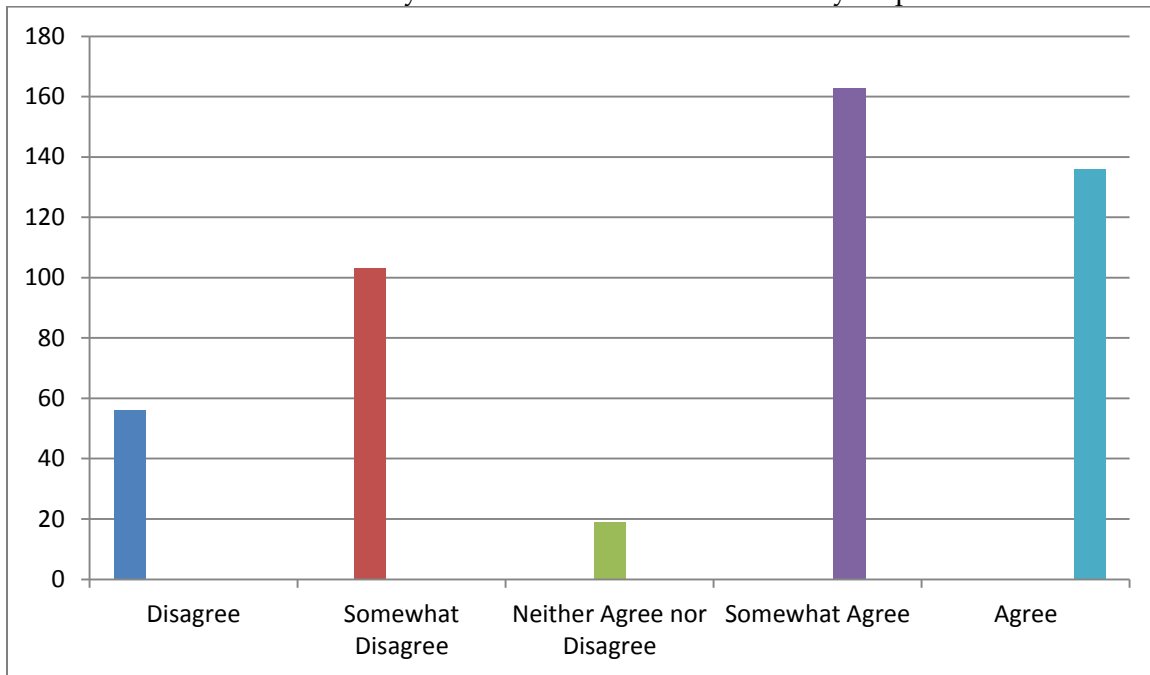


Transit Experience

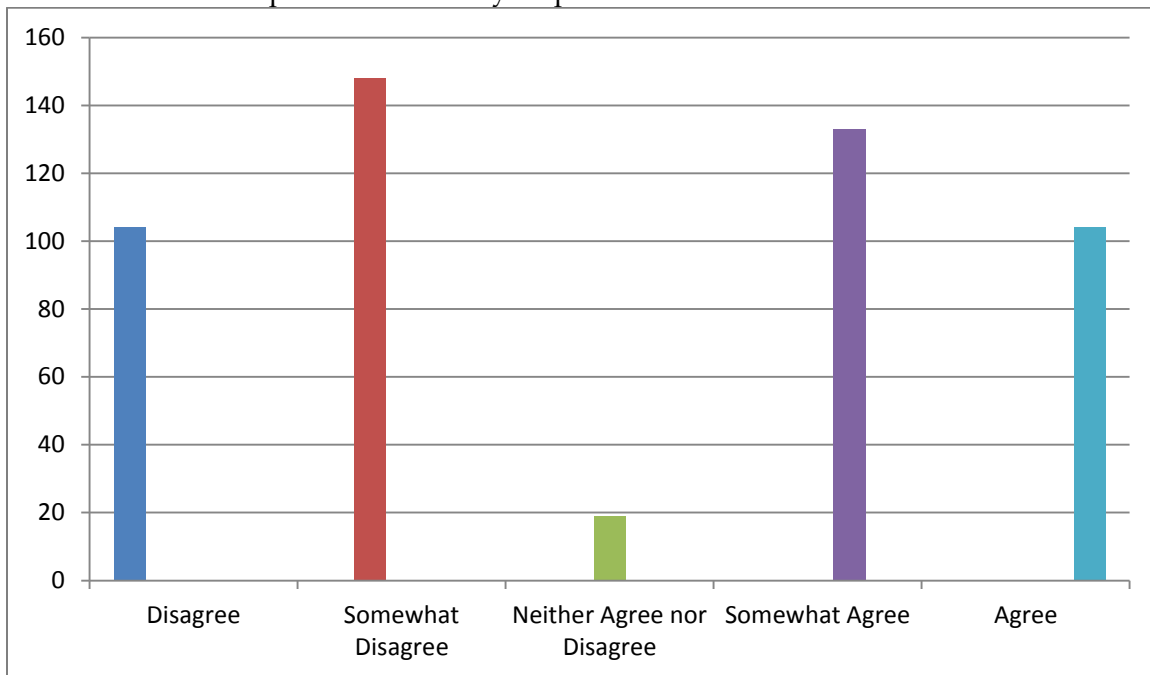
16. I feel safe taking transit.



17. There is useful transit system information available at my stop.



18. There is adequate shelter at my stop.



19. I would take public transit more if ____.

- If there was a closer station than Rosemont.
- The #8 northbound stop on Halsted and Harrison, which often has many CTA customers waiting for the bus, has no shelter and is pretty brutally cold in winter, especially since it's on an overpass and exposed to the wind.
- I lived closer to a Blue Line stop.
- I wasn't so annoyed by all the rude and inconsiderate people on the bus and trains!
- The headways were shorter
- UIC-Halsted and other Eisenhower median CTA stations are terrible to wait for a train in during inclement weather
- There were travel time updates
- It was safe to be at UIC at night, but it's not so I avoid taking transit here or coming here at all at night.
- Buses were more frequent
- Buses ran more frequently
- I would make use of the CTA if it wasn't an exorbitant cost to carry an unlimited CTA pass on top of an unlimited Metra monthly pass. RTA must find ways to work together.
- We had more frequent bus service to Student Services Building. We would probably get better transit service if we diverted campus shuttle resources to CTA on the condition that UIC employees could ride CTA at no cost.
- It's more clean
- I take it all the time anyway, but safety through the West Side on the blue line is concern for many riders--at least a perceived concern. I also would take Metra more from suburban work locations to the downtown/campus era if it weren't so expensive! Metra is corrupt and awfully planned, and completely useless for reverse commutes or non-peak-hour travel. Also, putting bikes on Metra is simply not a good system or retrofit. It's barely a functional system. Conductors are frustrated with it (obviously, based on their attitudes), and cyclists are frustrated with it, too.
- I wish the busses ran on solar power or something like that (not 'clean burning' natural gas, though....the methods used to extract it are HORRIBLE for the environment and far outweigh any benefit later on!); and that different busses were more easily distinguishable by color and not just number
- Public transportation great for students but not acceptable for staff to get around campus for meetings. It's not acceptable to take 30 minutes to travel each way to meeting using public transportation when you can drive in 5 minutes.
- I am glad to have a Ventra card in case I need to take the bus or CTA, though I rarely use it. That might change in the winter.
- Buses ran more frequently at 9pm
- I almost always take transit. I own a car and use that for traveling to the burbs and for multiple stops and shopping on the weekends. But unless there is some special reason, I always use the CTA to get to work.
- It were cleaner, less homeless people, better smell, more security
- Run faster and more frequently.
- I would take transit later at night instead of leaving campus earlier than I desire if I thought it was safer late at night.
- I do take transit more as traffic becomes worse and worse to and from suburbs. And flex time not exactly available in my job position/office structure.
- I didn't live so far from a bus route and blue line stops
- I still had a U-Pass, weather was prohibitive to bicycling, and if it were less slow and crowded.
- There was a train tracker on campus. I have to always use a lab computer to see what the train tracking times are since I don't have a smart phone. Having a tracker TV screen in campus buildings like the one in the commuter center would be helpful.

- It was faster, i.e. BRT or more frequent buses.
- Could provide a safer, violent-free, reliable, and cleaner environment.
- Pink line stop coming from the Loop needs a better means of egress than a single staircase, which is not only an inconvenience when it takes several minutes of waiting to be able to get off the platform but also very dangerous in the event of an emergency.
- It came nearer to the area where most med students live-- near Polk/ Laflin area
- The pink line continued to east campus or there were more CTA bus 8s
- It ran more quickly and was less crowded. Also, if costs were lower during intercessions.
- It didn't take over an hour plus transfer to get to school. It's not safe either, especially if you need to stay late to study.
- The transit infrastructure made it easier to get to my south side home. it is not transit near UIC, but transit on the south side that makes transit inconvenient and time consuming.
- I take the CTA literally all the time
- I lived closer to a stop.
- It were more reliable
- I had a smart phone with bus tracking apps
- 157 runs more often or later in the evening.
- This is the big one! It's unsafe. I love transit. I take it all the time. But its dirty and unsafe and that's a huge problem, especially in the winter when it gets dark earlier in the day. CLEAN IT UP!!! MAKE IT LOOK MODERN!!! TAKE AWAY THE SMELL OF URINE. If you do that- BAM two birds with one stone (sorry for the cliché). You have more people taking transit (yay). This means fewer cars. Which means UIC is being more environmentally friendly. Less parking = more space. CLEAN UP OUR TRANSIT. Please and thank you. I also have numerous references for this AND am sure that more than half of the UIC population would agree with me
- It was actually on time and came more frequently. I also pay enough in tuition that there could be private buses for UIC students only.
- I didn't live so far.
- It wasn't dangerous at night. I got robbed once walking home from the Blue line at 9 pm
- There was security present
- There need to be more bus shelters, heated shelters, screens with tracking times at more popular stops
- I felt safer taking the L at night.
- My UPASS card would work.
- The commuter bus stopped at CEB in the mornings. I mean why not? It literally passes it every day!
- I try to limit my transit usage because it's gross and I'm always afraid I'll be stabbed.
- More heaters throughout the stop. I dread the ride home on the CTA because I know I'm going to freeze while waiting. Also, the trains are pretty sketchy. 1 in 5 times on transit I feel unsafe/scared.
- The 157 CTA bus is extremely unreliable.. I wish it had a more regular schedule.
- If being a part time student granted unlimited access for CTA rides. I'm taking 11 hours, if I take 12 then I get a free pass but have to pay 2k more in tuition.. Does not make much sense.
- Buses came more frequently
- More UIC shuttles were available and ran more often
- I had any info about UIC's bus routes and times
- It was safe.
- I felt safer walking to transit stops at night
- They kept UIC emergency buttons near them.
- UIC shuttle buses were on time, tracked via GPS, and CTA ran more buses on busy routes with more lighting and shelter.
- Were faster. Covered from the wind, rain, and snow. Cost less. Was cleaner.
- Waiting times weren't so long
- As a student, I rely on Metra trains and must pay full price for commuting out

from Woodstock, IL. The train's student fares don't include college students and as a student who's attending full time, that can get very expensive. I realize that who Metra decides to include in their discounts is ultimately up to the decision of Metra itself, but I'm curious if a dialogue can be open so that college students who use their services to commute may receive easier fares.

- Faculty & staff got a transit subsidy. This is the first institution I've been where getting faculty & staff out of their cars wasn't seen as being as much of a priority as public transit for students.
- There weren't so many robberies happening on the CTA
- UIC (possibly with other institutions) should build a shelter at the Downtown Metra stations for the commuter shuttle users.
- UIC (possibly with other institutions) should build a shelter at the Downtown Metra stations for the commuter shuttle users. Also, there should be more frequent commuter shuttles during peak hours.
- The Commuter Shuttle ran every hour, not just rush hour (not complaining, I really appreciate when it runs!!)
- I had more classes on campus
- If my stop had more shelter from the cold.
- Hate to say this, but they need a walk-way or stop light at Harrison street from the Blue line to campus. Drivers are not yielding to pedestrians in the crosswalk during a.m. rush in particular.
- It wasn't crowded and expensive. Since the transit costs changed, it is no longer cost-effective to buy multi-day or monthly passes.
- I would prefer to take the campus shuttle when traveling from the west side of campus to the east. Instead I take the CTA, because it comes more frequently than the shuttle and it's easier to determine when it will arrive.
- Buses came more frequently.

- They did something about the panhandlers, drug enthusiasts, etc. How hard is it to have a system where people can text if there is an unstable person on the train, what they look like, etc. and have the person removed from the train?
- Campus: the shuttles between East and West campus ran more frequently. They are not reliable/fast enough to reach meetings on the other side of campus.
- It's a shame the CTA reconfigured the trains since you can no longer take the L from east campus to west campus and that is terrible
- The weather is poor so I can't bike.
- Often the shelter on Damen and Taylor does not give accurate "next bus" info. Furthermore, these stations are often not accessible for blind or visually-impaired individuals
- No shelter at the 900 W. Harrison St. eastbound stop. Couldn't some space be made by creating an indented space in the brick wall?
- It were less crowded, more reliable, and less expensive
- It wasn't so crowded people weren't so ignorant
- There was bus information and shelter at the stop on Harrison & Halsted, going east.
- If it was easily accessible and efficient. As an employee of the hospital who lives on the SS of Chicago, could there be a location on where employees could gather and board a UIC Transit bus that takes us to the hospital at scheduled times during the day. Of course, we would need a transit bus to take us back to this location at specified times. There could be a fee for service. This would decrease the amount of cars in our overcrowded parking structures making room for visitors/patients/guests.
- It was safer and faster. I can usually get to where I'm going safer and faster on my bicycle. And I'm a notoriously slow cyclist in the cycling community.
- There is adequate shelter and more CTA buses to commute to campus on weekends.

- 157 bus should run more often
- (This comment pertains to public transit in the evening, after 7 pm)...I felt safer walking and waiting for public transit during non-peak hours, particularly during dark hours.
- Buses come more frequently or more space on there (bigger CTA buses).
- The web-based tracker works more reliably.
- The U-pass was available during breaks
- It was active more often. For instance, doubling the number of buses on the routes would GREATLY improve the promptness of the service.
- The CTA Roosevelt bus did not "bus bunch" as much in the afternoon/evening.
- I already take it almost every day; it's convenient and the U-PASS makes it affordable.
- The 157 bus was more reliable
- It wasn't as cold out and didn't take as long.
- It would have more availability. I do not like waiting half hour for a train.
- There was a shelter on Roosevelt and Paulina, and if the walking distances between stops and destinations weren't so great.
- More frequent trains for less congestion and I wish they were cleaner
- UIC students had any sort of manners or common sense when riding the bus.
- There was better tracker for UIC shuttle and if the shuttle ran earlier in the morning to accommodate nursing and medical

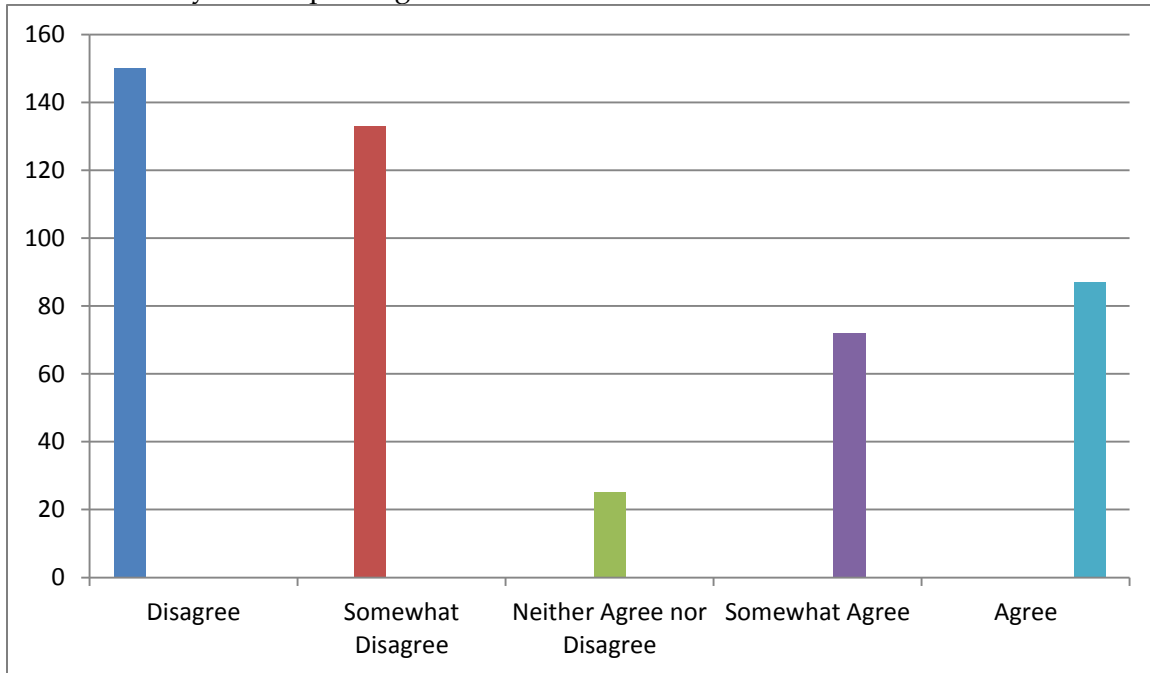
students who need to be at UIC hospital very early in the AM.

- It was on time and I knew where it was located at all times
- There were more 157 bus shelters. Also if the 157 and 7 ran on weekends. Additionally, I do not utilize the UIC buses because their routes are unclear and there isn't a well-integrated tracking system or schedule. If this were addressed, I would certainly use UIC shuttles more frequently.
- Commuter shuttle bus were more frequent and/or had extended hours of operation.
- It was more direct (e.g., if Halsted bus 8 had express/limited stops)
- The TV that shared the arrival times of buses was in a more visible area, compared to the wall right in the way of the turn-styles.
- The blue line CTA stop at UIC might be the worst on that line. It is terrible compared to the Brown line, which I change to get home to Lincoln Square. Make it pleasant. Put a cafe in the Peoria one. Some commerce. Not a bridge with parking for CTA worker's cars. Also, make room for a bike path to get by the CTA station.
- More heat lamps, safer transit options
- I already use the trains frequently, but I would use the buses more if there were better line and connecting line maps at the bus stops, in addition to way finding materials such as district maps and signage near to major bus stops. Sometimes I simply don't know to where I am going.

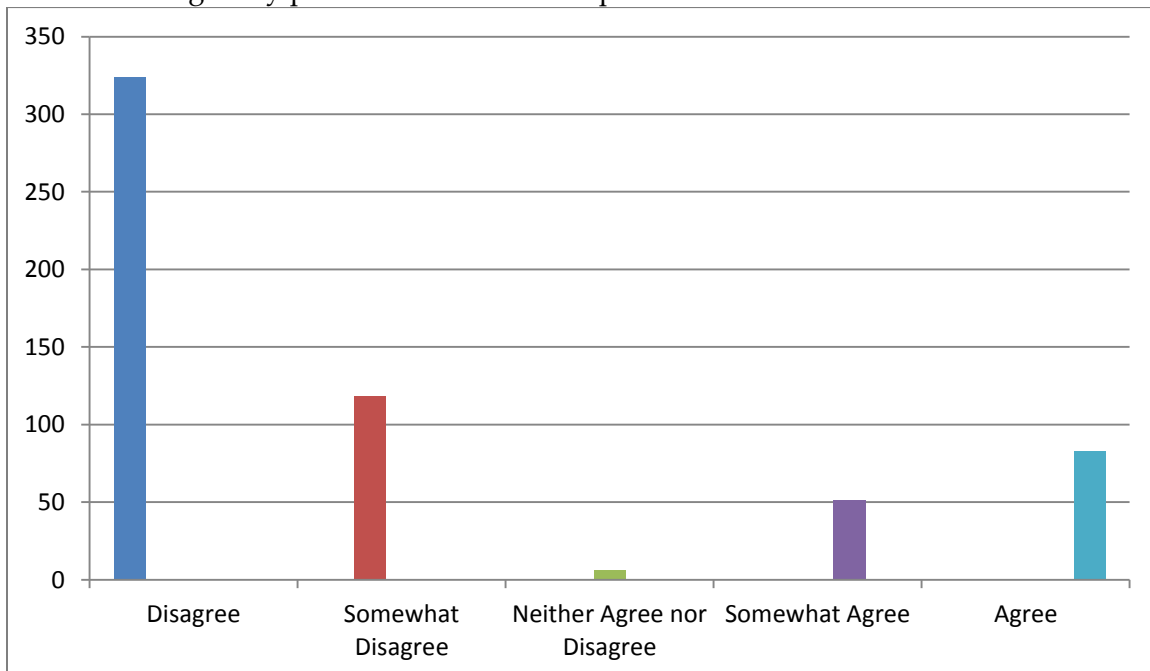
Driving

Driving Experience

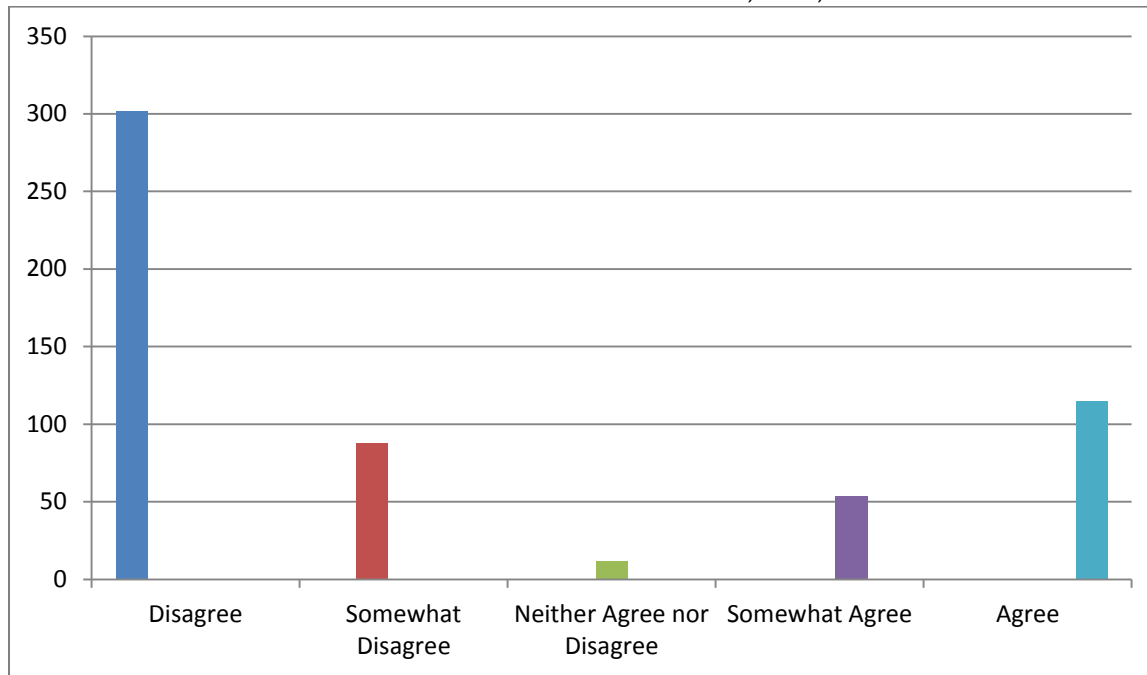
20. It's easy to find parking at UIC.



21. Driving is my preferred mode of transportation.

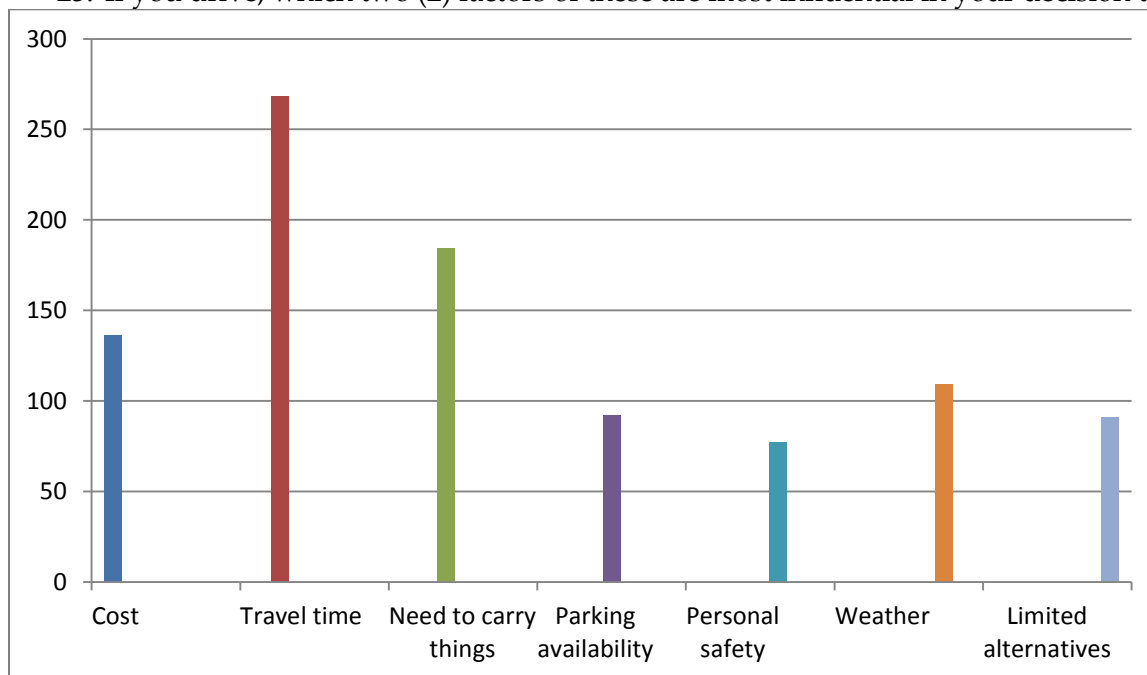


22. It is more convenient for me to drive than to walk, bike, or take transit.



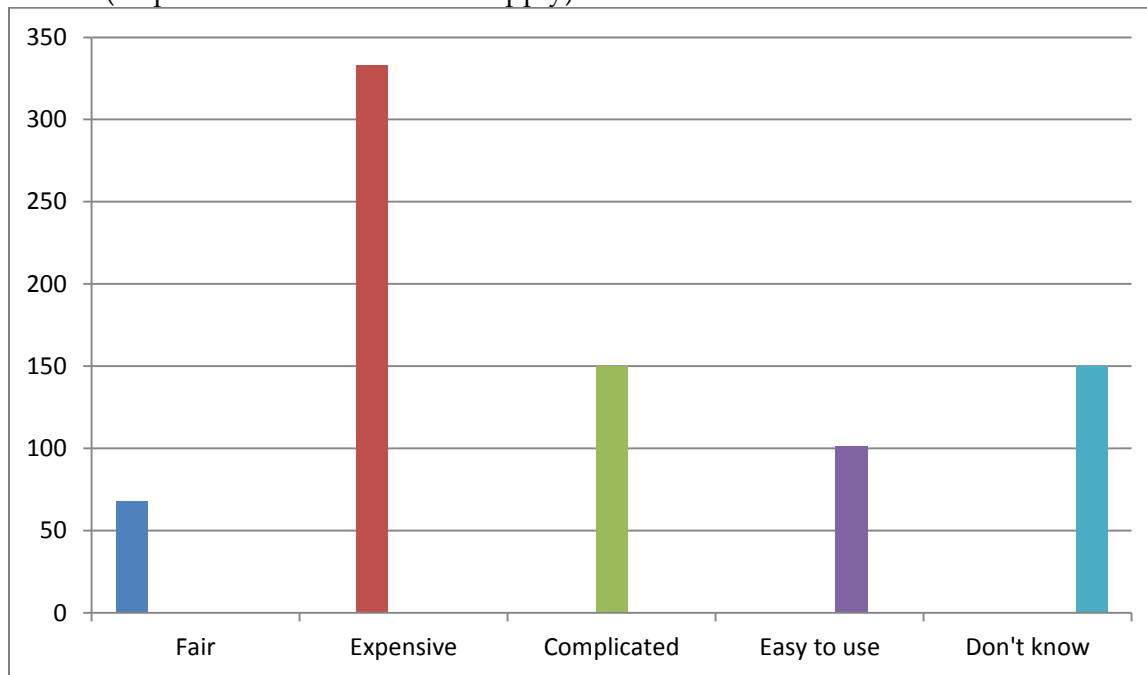
Decision to Drive

23. If you drive, which two (2) factors of these are most influential in your decision to drive?



Parking and Comments

24. How would you describe the UIC campus parking permit and visitor parking options (respondents selected all that apply)?



25. I would drive less if ____.

- The public transportation system had a better schedule or if campus is more bike friendly
- I almost never drive. It's much too expensive for me to be able to afford to park on a regular basis.
- I very rarely drive, but there are public access points (Hull House Museum, University Library) that should have dedicated visitor parking.
- ... and when free on-street parking becomes even more limited. Campus and metered street parking options are expensive. Parking availability (or lack thereof) definitely impacts my choice of transit method.
- I don't drive often at all to school (have only about 4 time in 1.5 years), I only do when I am pressed for time (usually on the weekends), but need to get something done at school or when I am going elsewhere after school where I cannot take transit.
- I did not have joint arthritis
- There were more bus options
- No, I already drive as little as possible, and YOU need to stop penalizing me for doing so!
- It was more expensive to drive than to take transit.
- Chicago was warmer in the winter (ha!) and if there was a congestion tax or toll on 290.
- I can't drive in the state of Illinois because of my vision...
- It cost substantially more to park than for the family to take transit.
- No options other than car to get from home to UIC. Campus not near Metra from western burbs. Parking at UIC is expensive compared to other locations. Staff/faculty factor this in when deciding where to live or if to accept position at UIC.
- I don't have a car, so I actually can't drive less. I don't know how many

- students commute by car every day, but it seems to me that we waste a LOT of ground on parking lots, particularly given how many different transit options Chicago offers.
- Drive so your survey is set up weird, like if I drive at all then I drive all the time. No, not so. But the few times I do drive is if I go direct to the south burbs to visit family or if for some reason I am bringing something heavy.
 - I never drive, it sucks!
 - The commuter buses ran more often to and from the train stations. When I take the train I find myself either sprinting to catch a commuter bus or getting on a commuter bus only to end up taking a train that leaves FORTY minutes later because it's so slow.
 - The number 8 bus would have shorter wait times or run more frequently
 - I felt more comfortable biking (particularly in light of the weather conditions), and if I could get here faster by bike
 - N/A: I don't drive at all.
 - Cost goes up to park and the parking lots distance is far from my destination.
 - Public transportation took less time
 - ...the ride home on the El wouldn't take so long.
 - It cost more and the alternatives were faster/cheaper
 - If there are cost-effective, safe and reliable transportation options.
 - It was cost-effective (at CTA park & ride facilities) to utilize mass transit to get to and from school & work from my home in the near south suburbs. Right now, driving to/from school and purchasing a parking pass is my cheapest option.
 - It was cost-effective to utilize mass transit to get to and from school & work from my home in the near south suburbs. Right now, driving to/from school and purchasing a parking pass is my cheapest option.
 - Parking is WAY too expensive on campus, especially since it's mostly a commuter school. At local community colleges, you don't have to pay because most people commute. Given the safety issues AND the fact that full time students have to pay for a U-PASS, transportation fees are ridiculous.
 - There were protected bike lanes and indoor facilities for bike and gear storage and changing out of biking clothes and into work clothes. I would also drive less if the CTA more adequately served the south side of the city.
 - I don't own a car, but if I did, I would prefer to use it.
 - I've only driven to campus a couple times, and never to stay. Parking is too inconvenient and expensive.
 - I never left the city. I only drive if I'm leaving town after work, maybe once every three months.
 - I lived closer and I didn't have evening classes.
 - I lived closer and I didn't have evening classes.
 - I already drive as little as possible. To drive less, I would have to drop out
 - Divvy bikes were cheaped
 - I didn't have her responsibilities such as work
 - I am on the border of bringing my car to campus. What stops me? The outrageous price of parking year round. BUT I might have to pay the cost if transit continues to be unsafe and dirty and inefficient...
 - I only drove to get home off campus at times. I used free parking west of west campus in bad parking lots
 - The campus was safer
 - You keep the prices this damn high or even higher.
 - I were to ride the CTA more
 - I was closer to campus
 - I don't have a car or even a license anymore, so this isn't relevant to me. I

cab when my bike is in the shop and transit is slow.

- It was safe.
- I didn't drive.
- Alternatives were offered.
- Public transit was faster.
- It was warmer. I lived closer to things that I drive to. I didn't have kids
- I lived near campus.
- I lived near the train and the train was safer and cleaner.
- It was safe to walk to the blue line with my 4 year old.
- Local (UIC shuttle) bus options were better (ran more frequently, were more predictable, had better shelters)
- I only drive when I need to bring things to/from campus. That being said, there is no convenient place to load & unload at my building, which is a little irritating when I'm bringing books, large piles of graded papers, etc.
- It became more expensive and when the summertime comes around
- I never drive
- The Metra were included with the U-Pass.
- There were safer travel options between campus and Metra station later into evening. I often do not leave office until 7pm.
- Parking was even more expensive
- Public transportation was faster or more frequent.
- Feel the cost is way too high compared to what you get out of the location. I understand you can charge whatever due to area is pretty dead if no classes are in session but it should be reasonable less than 10 not 14 daily in most areas.
- I had better options, more choices from where I am coming from. Not an issue on campus, more of an issue in my suburb.
- There were more early shuttles from the train stations. They shuttles start at

0700, but I need to be to work by 0700 some days and cannot take the shuttle

- I don't have a car and thus these questions are irrelevant.
- The UIC parking lots are really expensive and the street parking is marginally better.
- Buses came more frequently. It takes me longer to transit than to drive or bike.
- Public transit was more reliable. Because I have to change trains twice, I need to allow a lot of extra time.
- Students, especially, should have some kind of discounted rate parking if they do not drive every day and need to park on campus
- I carpool - I think there should be incentives for carpooling.
- No... Wait... I don't drive at all! Can't drive less than zero. ;-)
- I don't currently drive but plan to so I can avoid the filth and bad smells of the CTA. As although this wasn't an option on previous page I'm not really concerned about safety but rather about cleanliness.
- I felt safer on campus at night.
- I pretty much couldn't drive less
- It were more convenient, if it were safer, and if the weather would cooperate more.
- I don't drive!
- There were shorter commuting times via Metra and commuter bus. (not a reasonable request) Sometimes I have to get into work by 6 a.m. though and drive because it's takes 1 hour shorter amount of time vs. taking public transportation. The commuter bus also doesn't run that early.
- I did not need my car for other events scheduled after work and it my travel was just one train ride and not a train and a bus.
- Harrison had a separate bike lane, there was more lighting for night time walking towards the South Loop

- It was safer to bike or the blue line was more reliable. As a note: I only drive because I have found free street parking. I think UIC's parking costs are extreme and inappropriate.
- I would take public transportation if I did not have to transport oxygen tanks to work.
- If the CTA midday trains were more regularly scheduled
- Metra was subsidized, and if walking in the area around UIC was safer.
- I wouldn't drive at all if I had easy, reliable access to efficient, timely public transportation. We need to get cars off the roads.
- For me driving is the only option given the limited public transit options in my neighborhood. Parking however is a nightmare. The only UIC options are a 10-15 minute walk from my building, when available, and in a questionably safe area. I usually make use of the juvenile hall lot because the distance and safety issues are the same and the price is much lower. This by the way is a lousy compromise.
- There was no free parking on campus
- UIC offers a commuter bus within Loop with a Wi-Fi
- I only drive if I need to come to campus on the weekend or if I need to stay really late. I would drive less if there were more non-rush commuting options
- There were more car thefts, vandalization, and hit and runs.
- I didn't have to take my child to school and public transportation was safer
- I barely drive as it is because parking is too expensive, and parking undoubtedly involves walking as much as I would need to if taking the blue line.
- Campus transit and public transportation improve further.
- Can't park easily
- More adequate internal transport was available
- The commute wasn't longer using public transit
- I don't want to pay for parking. There seems to be plenty of parking, but none of it is free. I usually park at the Jewel-Osco parking lot and walk the rest of the way.
- I don't drive.
- Other options didn't take as long; the weather was warmer.
- I lived closer to UIC. Also, I would use public transportation if it was closer to me. It would take me twice as long to come on public transportation than to drive
- I don't drive, but I often get a ride from a coworker to Union Station if it's really cold or raining.
- I don't drive to work
- I rarely drive to campus, but I think you should do more to discourage people from driving to campus. With ready access to public transportation, there's little reason for people to drive. Parking lots and garages are ugly and take up space that could better be used for education or recreation.
- I drive to campus reluctantly. I think UIC has too many empty parking lots anyway. Get rid of one of the large surface lots next to the BSB. Seriously, are we a university in a city or parking a lot

Comments on Priorities

Comments on Cost

- The cost is also a big priority, it would be 4th highest.

- I'm a full time graduate student and work as an RA, and don't own a car. Using public transit and walking is my method of transportation so my routes are dependent on safety, travel time and sometimes cost.
- I'm lazy
- This is just a bad ideal to have all these meters here. We can't afford the doctor's co-payment.
- When calculating my per-semester costs in getting to/from school, driving is \$200+ less than using mass transit, so it's the option I default to.
- Parking is SO EXPENSIVE!! UIC is so far away from MANY students. That means a lot of gas. Why do we have to pay so much for parking on top of that? Plus, most of the parking lots are not full! Why not lower the price, and sell all/most the spots?
- I love that I don't have to worry about cost because I bike daily, and I keep my bike in my lab during the day. If I didn't have this luxury, I would be worried about bike theft, which is a real problem at UIC. My last bike was stolen in breezeway of SEL, a week before my colleague's bike was stolen from that same area. Together those two thefts represented hundreds of dollars of lost property, and a missed day shopping for a replacement.
- It costs more for me to take mass transit because the commuter shuttle does not run before 0700. I have to be to work before 0700 but have to take a public bus or drive.
- Public transit is becoming increasingly more expensive. In addition, the new Ventra system does not inspire confidence.
- Intra-campus bus (red line) is great. The service to 2242 West Harrison during the daytime has been extremely helpful, as many students live around that area.

Comments on Ranking Mode of Transportation

- It's difficult to rank these options because I first decide my mode of transportation to UIC by using certain criteria; then I determine my mode of transportation around UIC's campus using another criteria.
 - I.e., I am a staff member at UIC. I have used various modes of transportation to UIC (car, CTA, biking) that that is usually determined by the weather, post-work activities, number of meetings I have on campus that day, and attire I will wear around the office that day. Regardless of my mode of transportation to UIC, once I am on campus I usually walk from destination to destination because the buildings that I need to access are within a two block radius. Therefore, my primary mode of transportation once I arrive on campus is by foot.

Comments on Parking

- UIC has way too much parking, and the way it's priced encourages drivers to drive every day. More spaces should be metered and rented by the hour, instead of by the semester.
- It would be nice to park near your destination but it is just too expensive to pay the parking.
- Parking lots at UIC are generally not in a good state of repair, but the \$347 cost of an all-day permit makes it my cheapest option once calculating the spread of that cost throughout the semester.
- We could use more designated parking near Damen & Taylor for College of Nursing students and faculty, the vast majority of who are female.
- Why do adjunct faculty members have to pay to park for an evening class?
- Parking on the street, not in lots, is my main concern.
- We should think about commuter shuttle bus with Wi-Fi in certain areas as one of the perks of UIC. This is very important for west campus where there is a huge wait times for parking spot allotments (Wood and Paulina lots)

- I consider availability but also cost. AS a part time student, are the places on or near campus I can park without a parking pass?

Comments on Safety

- Why is it only a select few can use the redcar and when you call they are not available or can't pick you up and say nobody is available and you see the driver sleeping in the van or reading a newspaper in areas that are not designated.
- UIC has these signs everywhere there is a cross walk. This is a great idea.
- UIC Police and the 012th District must work more closely in conjunction with the Chicago Housing Authority to make our community a safer one.
- I think Safe is the most important one!
- As a medical student, I feel like west campus is often not considered by UIC as much as the main campus. I live near Laflin/Lexington/Flournoy/ Polk in an area that a lot of med students live and there have been multiple muggings near there over the past semester. This is about as close to campus as we can live but there doesn't seem to be much of an effort to keep this area particularly safe. There is no transit option other than red car, which is only after 11. UIC police are often on Taylor, which is well lit, but they don't come to this area about 2 blocks away.
- I feel safest when I can drive to class (I only have class two mornings a week), but parking near campus is impossible to find or super expensive. I'd get a UIC parking permit, but that's even more expensive. There should be an option that meets in the middle, where commuting students only on campus for short periods have a discounted rate (seriously...I'm in class for a total of 5 hours per week and parking costs at least \$20/week)
- Safety as in Being mugged or robbed.
- More lighting would be nice, especially for students taking evening courses.
- This is one of UIC's top priorities in my opinion. Foot patrols or more frequent drive-by from UIC police, especially on the West campus would be appreciated.
- I walk all over campus and the corner on Roosevelt/Halsted is probably the most dangerous corner of all streets on campus for pedestrians. the following are concerns of mine;
 - It's impossible to get from one side of Roosevelt to other with the walk signal. Once the walk signal clicks on, it's less than 5 steps and its blinking don't walk.
 - Also I have timed the light and it changes much quicker than Halsted and Taylor which operates twice as long. Roosevelt/Halsted has a traffic cam and based on my estimates from just standing there multiple times daily the lights change much quicker. This is shady practice to catch drivers and also very treacherous because daily drivers know it too and always attempt to step on the pedal once in the middle of the intersection.
 - Cars making left turns onto Roosevelt from Halsted consistently attempt to squeeze in and pass through even when there light on turn red.
- I do NOT feel safe crossing Harrison to get to the blue line, specifically by the UIC-Halsted stop. The yield to pedestrian signs are usually always missing, laying on the side of the road, etc. And not every car stops and speeds right on by. A stop sign or painting on the road itself would be a very good addition to this area.
- I have some concern that public transport is becoming less safe - especially outside of rush commute times.
- If people don't see that it is not getting safe to go to any facility they just don't go.
- There are not enough law enforcement around campus and it has become (in my opinion) a high crime area. This is not a plus when comes to attracting outstanding students.
- Safety is important to everyone

- CTA service needs dramatic improvement. It currently takes me over an hour to travel from 4900 N/1100W to UIC Halsted.

Comments on Transit

- As I'm sure you know, the Blue Line station design sends the wrong message to commuters by its long ramps and being stuck in the middle of an expressway. (The only saving grace is that at rush hour, that expressway is a bottleneck.)
 - While the station needs a redesign, small and inexpensive things can be done in the interim to prepare for a new station... such as bike racks for overnight and weekend storage.
 - For this and other improvements that might work, they should be funded by increasing parking fees.
 - For people to use mobility programs more, auto costs must be raised and parking is the only one that UIC controls.
- Your pictures indicate a good example of the lack of Taylor Street availability for the Transportation bus UIC. Many students are in line to take CTA toward the west campus because UIC refuses to take the safest and easiest route to class or on campus.
- On-campus shuttles should allow all, including campus visitors.
- Halsted bus is horribly unreliable
- I'd like to see the afternoon commuter buses run a bit earlier, starting perhaps at 330, and more often, say every 15 minutes?
- Bus should run nights and weekends.
- Even though I drive, I would very much prefer to take the CTA every day to school, as taking the train is less stressful. However, the high \$5 per day cost and 12-hour limit of CTA park & ride lots force me to drive.
- I WANT ROCHFORD BACK.
A lot of the CTA bus routes on the West Side of campus don't run on weekends. This should change soon. I'm sure a lot of students, hospital patrons, doctors, etc. could really use functioning bus routes during weekends.
- Inter-campus shuttles need extended hours as foot travel between the East and West campuses feels/is unsafe.
- Concerned about access to CUPPA Hall from the Blue Line station when construction begins on the
- Circle Interchange.
- Used to be, I'd take the UIC bus to get from the East Campus to the West Campus. Since UIC Transit split the East and West Campus into two separate routes, I no longer take any UIC bus -- since the only option is the 'Campus Express' which runs so infrequently that the #7 Harrison is far more reliable.
 - Why not poll us on what we think of this splitting of the route?
- Convenience - and travel time. I will take the Blue over the Green, except when the weather is too bad, and then it's Green over Blue.
- Please do not delay schedule for repair of Morgan walkway. Make sure customer service personnel are there at off hours when nearly deserted platform invites crime (although they seem to do this OK).
- It can save a lot of time

Comments on Travel Priorities

- Proximity - if biking gets me closer to my destination than driving or transit, then that's something I consider as well.
- Running
- Information Communication Technologies that produce more seamless travel experiences. Also multi-modal connectivity. I'm not a strict biker, but I'm in favor of travel options that integrate several travel options.
- Time of day
- Weather condition
- Convenience
- Rain
- I travel from Uptown to campus but I also do courier for my department. Your shutter bus used to be helpful but now is totally useless since the rerouting> I am in the CUPPA building. Whoever designed the route acts like we never go to the west campus or to the far southern part of east campus. Sometimes I need to get keys for the dept.; I must WALK part of it going there and WALK all the way back. You have some crazy transfer point and routing that makes it a mess. I often go to the west campus. Fortunately, I have a CTA pass so I can use the Harrison bus. Otherwise, it would be difficult. I loathe the shuttle route change.
- Convenience that includes travel time and price.
- Comfort
- Downtime--degree to which I can focus on other things while in transit.
- Ease of transporting baggage
- Traffic
- Speed of mode of transportation exchange
- Weather
- Intense Pokémon Battling.
- Longboarding
- Transportation between east and west campuses is awful. This needs to be improved in a big way.
- The day's schedule, e.g., if I have meetings on both east and west campus, I am much more likely to bike, even in inclement weather, than if I'm on east campus only.
- Flexibility:
 - I transit, bike and drive to campus depending on my schedule and the weather. I would like to see greater accommodations for those who don't drive on most days but occasionally need to.
- East of traveling from East Campus to West Campus expeditiously
- 23 Weather (Biking and/or walking to/waiting for public transit is a problem when it's cold, hot, raining, etc.)
- Accessibility
- Convenience
- I am sure that this has been addressed in years past, but I am inclined to repeat it. Employees that work full time should not have to pay for parking. We have enough patients, part time staff and vendors to cover the parking expenses on campus. I would suggest a 1(one time) fee for the parking decal and that is it.
- Many of the sidewalks are cracked and destroy shoes. Maintenance should be better.
- Exercise
- Time of Day
- Frequency (how long will I have to wait? How long time is spent actually traveling and not waiting?)
- Disability Access
- UIC Shuttle Buses

Comments on Travel Time

- The bus on campus goes all the way down Roosevelt west and nobody even can get on or off this makes absolutely no sense. The department pays for a driver to drive a mile out with no pick-ups or drop offs. Why can't they go down Taylor Street where in the weekday mornings students are cold, wet, or hot walking because the Taylor Street bus

does not come often? The East side bus goes around in a complete circle and is not practical to anybody other than that location. This campus is widespread. Isolating these areas is not very economical or practical to the staff or students. Busses should allow access at the most used points and safest locations not to be sitting and waiting on Halsted Street and drivers smoking and taking breaks.

- I also consider the stress of sitting in traffic at the busy commuting times of day.
- I take the red line from the north side and transfer to the blue line. This takes about 50 minutes which sounds like a long commute but isn't when you use public transit.
- This is out of UIC control but we do need more buses on my route.
- The CTA can be so dreadful and horribly late. How about more UIC student-only buses?
- Driving vs. public transit - my commute time is almost the same. (I usually car pool with my neighbor/co-worker).
- During the winter season, the campus streets could be maintained a lot better. For example, on Marshfield, the street is never shoveled. One incident occur when a student slipped on ice and fell in front of my car at the corner of Marshfield and Taylor. This could have been a tragedy had I not stopped in time.
- It's the most important to students

Survey Monkey

Because the MetroQuest survey was not digitally-accessible to the visually-impaired, staff worked with the UIC Office of Sustainability, UIC Department of Disability and Human Development and Chicago Center for Disability Research, and the UIC Advisory Committee on Disability associated with the Chancellor's Committee on the Status of Persons with Disabilities, and the Disability Resource Center to create a survey using Survey Monkey (see Figure 4). In addition to making survey questions available to the visually-impaired, the Survey Monkey survey was an opportunity to collect information about the issues and opportunities with accessibility on and around campus.

The survey was available between January 31, 2014 and February 18, 2014. The link to the digitally-accessible survey was distributed through the aforementioned networks, especially those geared towards persons with disabilities and noted with an (*) on pages 16 and 17. A total of 587 people responded to the survey.

The Survey Monkey responses shaped the recommendations related to accessibility in the plan. More specifically, these responses led to the following recommendations:

Walking & Campus Navigation Directions and Recommendation:

- Create a new wayfinding system and maps to be installed at strategic locations.

Transit Directions and Recommendations:

- Improve the operation of campus transportation options to better accommodate people with disabilities.

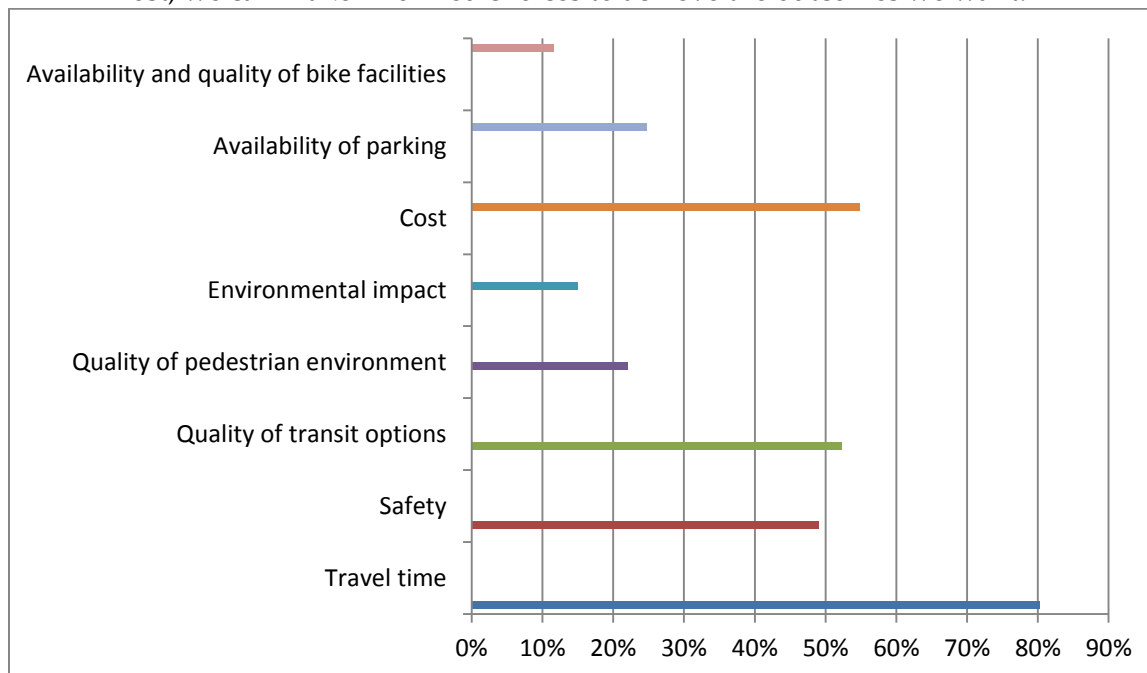
- Work with CTA on rail station accessibility improvements.
- Improve access to, and conditions of, transit facilities.

Parking Directions and Recommendations:

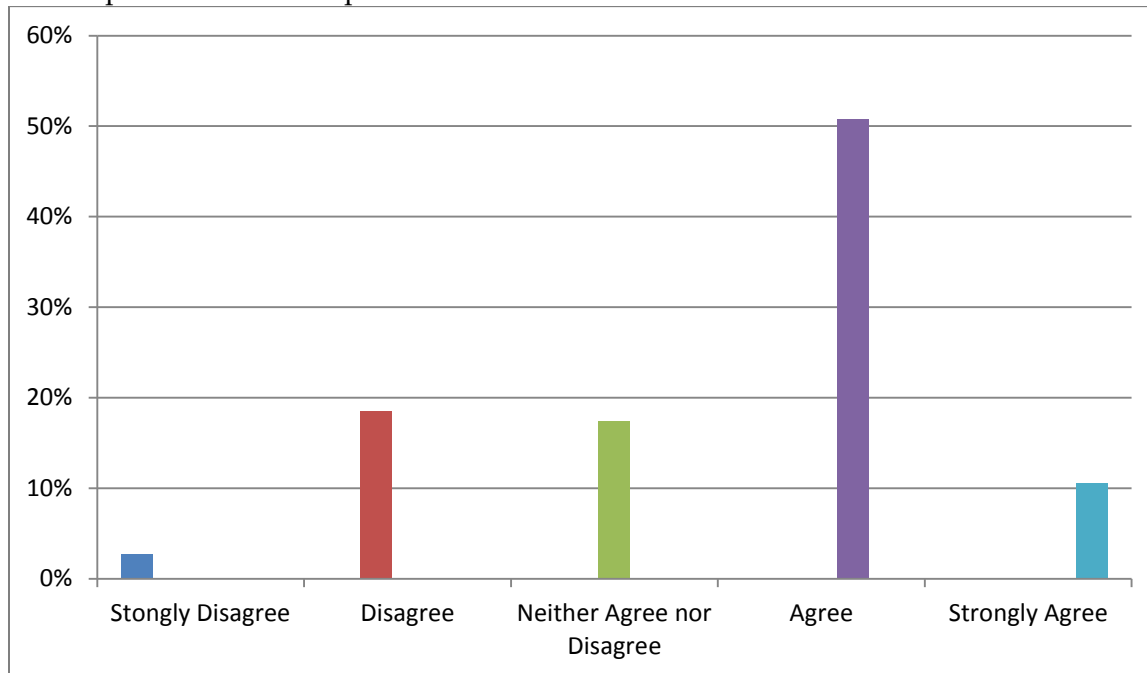
- Ensure that all parking is accessible to people with disabilities.

Survey questions and results

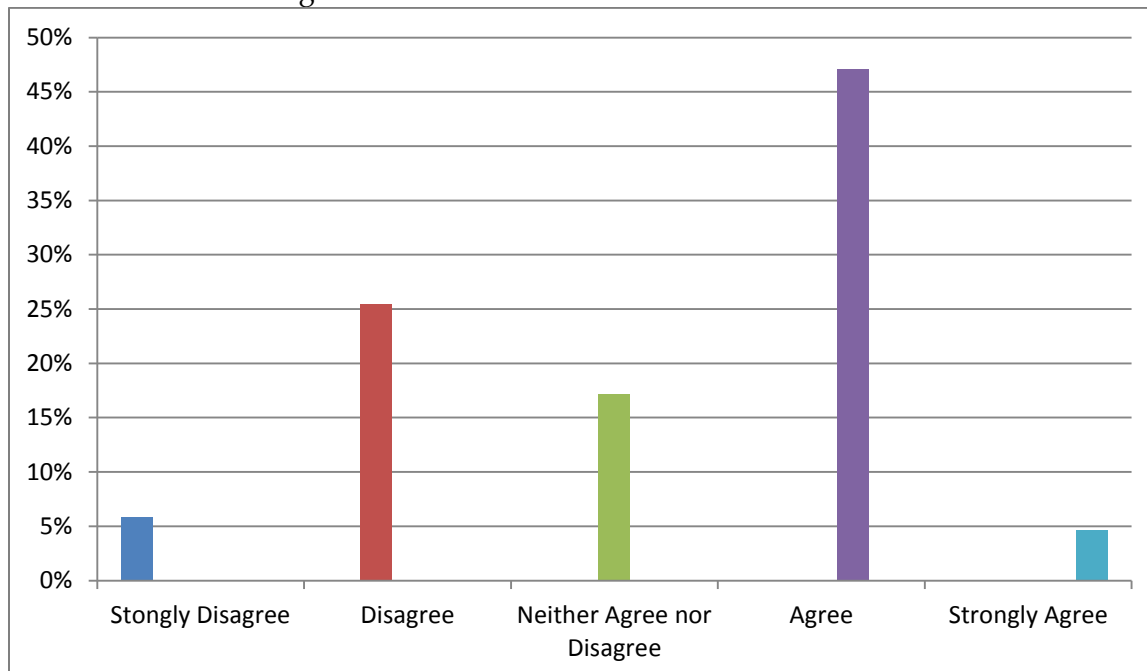
1. Tell us what you consider when you decide to travel to and from as well as around UIC's campus. Please pick your top three priorities. If we understand what matters most, we can make informed choices to achieve the outcomes we want.



2. Please tell us whether you agree or disagree with the following statement: I feel safe as a pedestrian on campus.



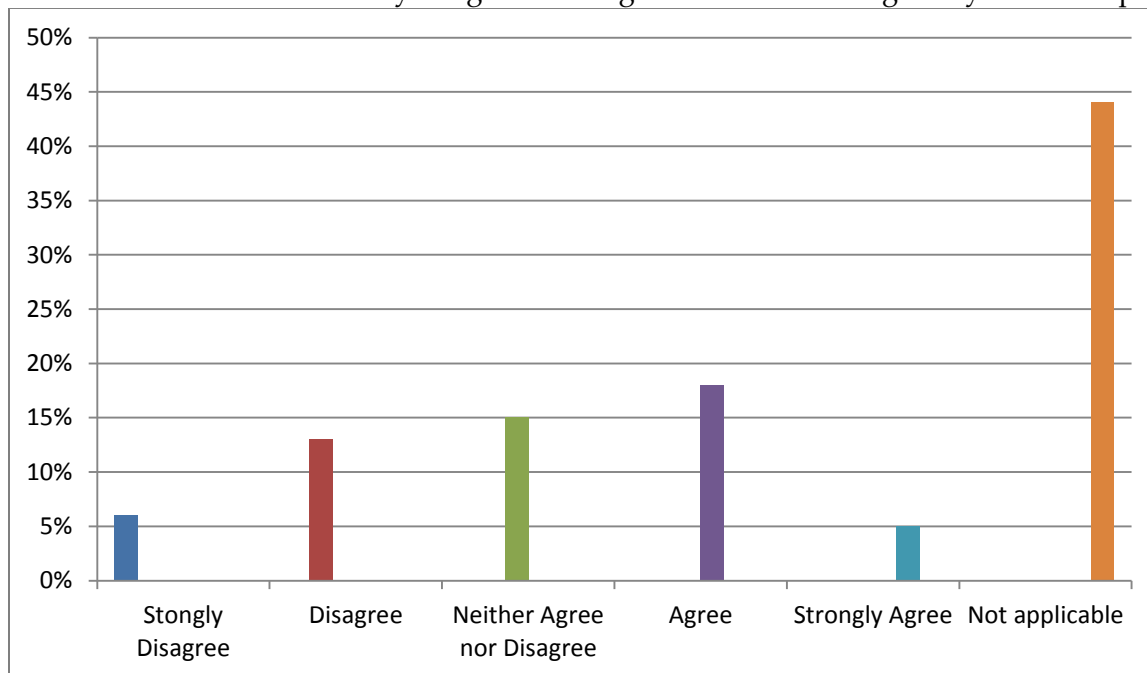
3. Please tell us whether you agree or disagree with the following statement: Sidewalk surfaces are in good condition.



4. On which streets do you feel most comfortable as a pedestrian?

Comfortable Streets for Pedestrians	Count
Taylor	164
Halsted	116
Harrison	81
Polk	50
Morgan	36
Wolcott	23
Ashland	16
None	15
All	13
Racine	10
East Campus	8
Paulina	8
West Campus	7
Marshfield	5
Peoria	5
Roosevelt	5
Quad	4
Damen	3
Loomis	3
Van Buren	2
Clinton	1
Lexington	1

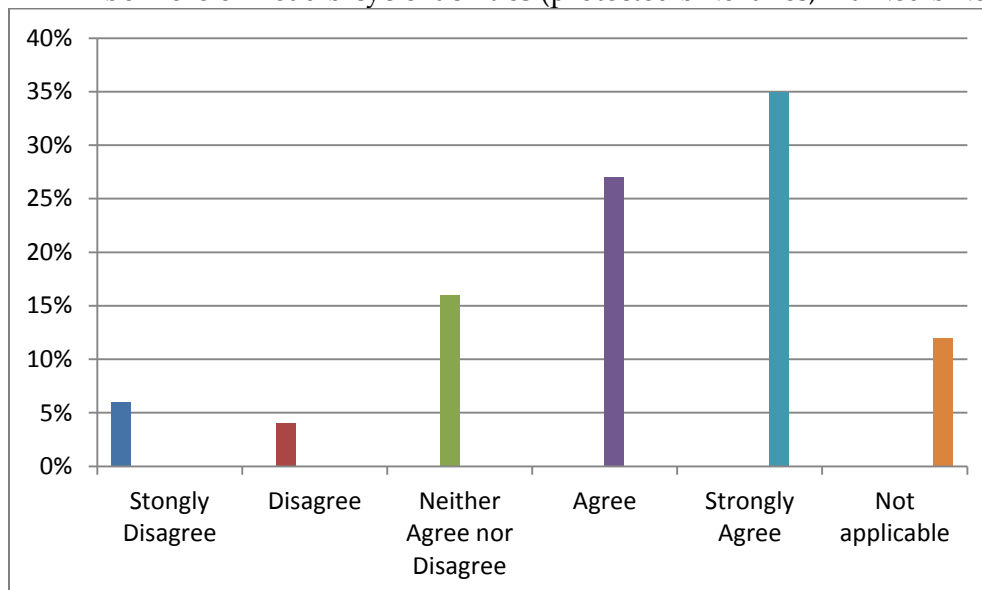
5. Please tell us whether you agree or disagree: I feel safe riding a bicycle on campus.



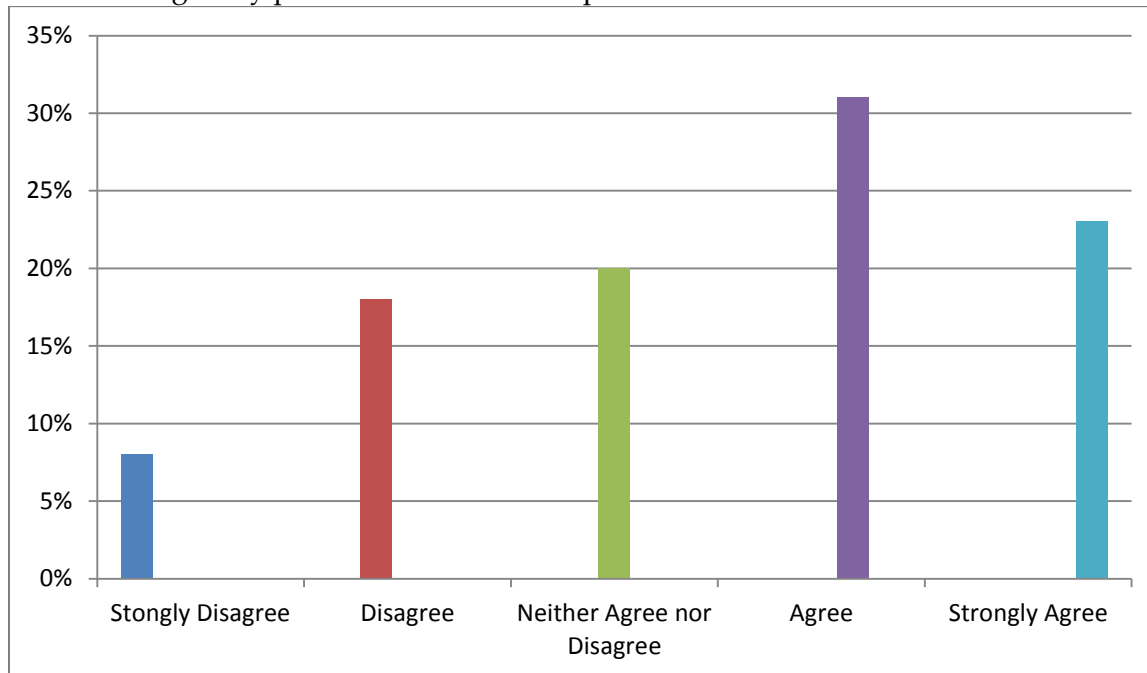
6. If you bike, on which streets do you feel most comfortable biking?

Comfortable Streets for Bicyclists	Count
Halsted	34
Taylor	22
Not applicable	13
Polk	13
All	12
Morgan	12
Roosevelt	10
Harrison	9
None	6
Racine	5
Vernon Park Place	4
East Campus	3
Ashland	3
Loomis	3
Peoria	3
Wood	3
Damen	2
Green	2
Jackson	2
Paulina	2
Blue Island	1
Canal	1
Elston	1
Hubbard	1
Western	1
West Campus	0

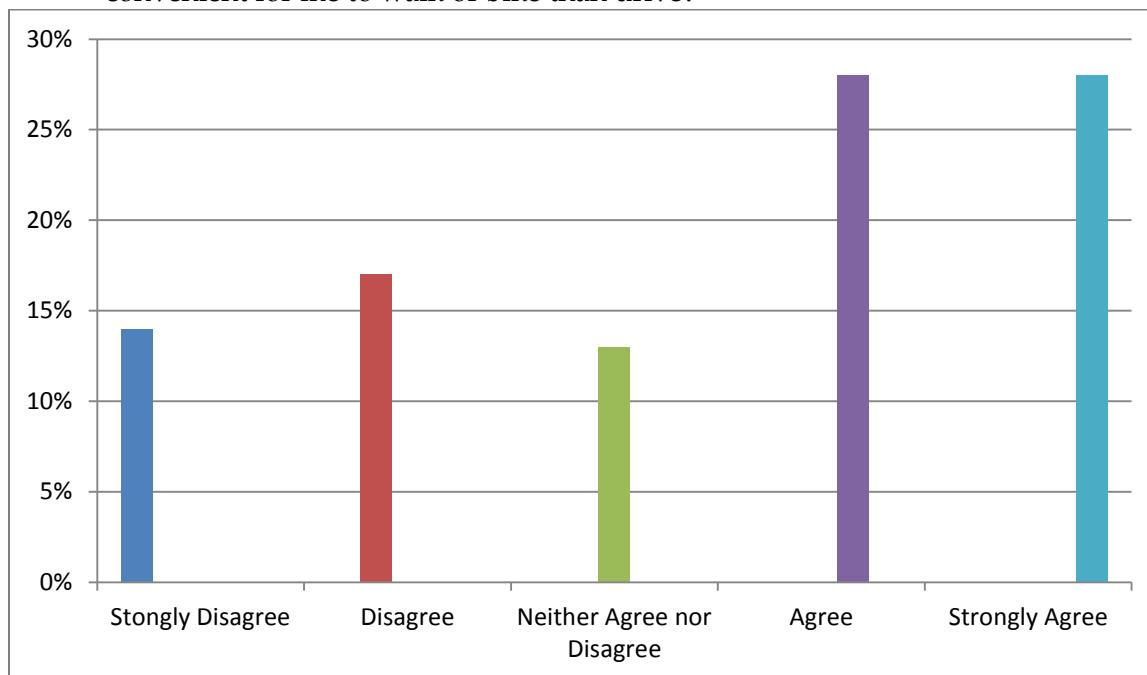
7. Please tell us whether you agree or disagree with the following statement: There should be more on-road bicycle facilities (protected bike lanes, marked bike lanes, etc.).



8. Please tell us whether you agree or disagree with the following statement: Walking or biking is my preferred mode of transportation.



9. Please tell us whether you agree or disagree with the following statement: It is more convenient for me to walk or bike than drive?



10. Can you identify any locations that have barriers to the pedestrian movement? Barriers include: poor sidewalks, dangerous intersections, the need for better connections, poor lighting, and safety issues. (Please name the specific barrier along with the street or intersection.)

Comments on barriers to pedestrians

Ada

- There are barriers along Ada.

Ashland

- Decorative median is a barrier Ashland @ Harrison - heavy turning traffic makes ped Xing dangerous

Congress Parkway

- Also, getting across W. Congress Parkway is not easy, as there are no (or bad?) sidewalks on the north side of the street.

Damen

- Damen between Taylor and Polk
- The intersection of Damen and Polk, specifically cars headed west on Polk, turning right onto Damen and endangering pedestrians.
- Damen Avenue, north of Taylor Street, is very dangerous for pedestrians (medical students etc.) who are trying to cross Damen to/from Jesse Brown VA Hospital. There are crosswalk signs, but many drivers ignore these, and I often see near collisions between motorists and pedestrians.
- The crosswalk across Damen Ave. between the College of Nursing/Sports Center and the VA. Cars do not stop for pedestrians even though there are ped right-of-way signs.
- The crossing at Taylor and Damen. When you are crossing Damen going east, the crossing light is too short. Also, the pedestrian crosswalk by the VA Hospital on Damen needs to be marked better. Cars still only stop for pedestrians 1/3 of the time.
- Walking from the blue line to the medical campus along Damen has a stretch that doesn't get shoveled or

salted. People end up walking in the street (students and patients!)

East Campus

- The sidewalk that connects the east campus to the blue line UIC stop floods consistently. It is of a lower elevation, and I have seen it with up to 3 inches of standing water.
- Need for protected crosswalks (with center islands) where students cross Halsted, Taylor, Roosevelt, and Harrison (on East Campus).
- Walking from BSB towards the library, sidewalk is always too narrow and is in poor condition.
- Student center East, south entrance has bricks missing in the surface. I fell once. Dangerous intersection: PACE buses drop off disabled persons on Roosevelt and Wood St. Cars turning north from Roosevelt have almost hit some of the vans or people. The street just west of the Lighthouse and south of parking C4. A car can't even go through there.
- Morgan St between Taylor and the back of the BSB building has been full of ice/snow over this snow season.
- Long sidewalk from Roosevelt and Newberry to SCE is usually icy, better ice/snow removal across campus.
- The Library. Too many chains and not wide enough walkways. Also the ""quad"". Just bring back the amphitheater already, the campus had much better traffic avoidance when it was two stories.
- Little Italy area has poor lighting - Between Ashland - Loomis, Taylor - Harrison.

- Crime alerts have touched several areas of campus, including Woods St/Polk Street on West Side, Halsted/Harrison on East Side. I worry about crime.

Halsted

- There are pedestrian dead zones along Halsted.
- Making a left turn from Halsted to Harrison is scary.
- Roosevelt and Halsted (the light for pedestrian crossing is too brief).
- Halsted and Harrison bus stop needs a heater and better lighting near that.
- Man-made dirt path south of Hull House connecting Halsted Street sidewalk to on-campus sidewalks (there really should be a separate sidewalk there with better lighting!). The scaffolding around UH makes it difficult to navigate at times, especially in inclement weather or for large deliveries or for people with disabilities. Crosswalks along Harrison could be improved, especially for how many people travel by foot to SSB.
- The west side of Halsted between Roosevelt and Taylor....when all other sidewalks have been shoveled and salted, this strip remains snowy, icy and hazardous.
- Halsted street in general need to be fixed. It has many pot holes, that should have been properly filled, not just really field to make the mayor look great. Pot holes are dangerous for bikers mainly on rainy days.
- Poor lighting at Halsted/Harrison intersection
- Dangerous intersection at Halsted/Harrison
- The sidewalks on Halsted are often bumpy or covered in snow and slush.
- Intersection of Halsted and Roosevelt is extremely dangerous for pedestrians. I go out of my way to avoid it.

- Nearly all of Halsted Street near campus is demonstrably unsafe. Why we (the University) did not fight the construction of a four-lane road next to the school is a mystery to me.
- 900 block Halsted
- Decorative median is a barrier at Halsted @ Polk - heavy turning traffic makes pedestrian crossing dangerous
- On Halsted between Taylor and Roosevelt on the west side of the street there is a systematic lack of shoveling and salt. Due to this the sidewalk is very hazardous.
- Halsted intersections that have cut-out turn lanes (at Harrison and Taylor) seem to give turning drivers priority over pedestrians. Stop signs or lights on Van Buren at Peoria, and at Harrison and Peoria, would be welcome.
- Halsted & Harrison
- Along the field fence on Halsted between Roosevelt and Taylor.
- Halsted, west side, from SES to Roosevelt, it is always full of snow
- Halsted & Harrison is a particularly bad intersection with its right turn lanes that serve as a way for drivers to sail through without stopping. Also, the green arrow on Halsted & Harrison makes students confused and often means people crossing during a green arrow.
- I feel as though there could be more campus police/CPD starting at Roosevelt and Halsted and going southbound on Halsted.
- Harrison and Halsted, especially the northwest corner, the stretch of Harrison from Halsted to Racine is not pedestrian friendly to cross.

Harrison

- Crossing Harrison to get to the Blue line at 900 W Harrison. There needs to be a flashing yield sign or some sort of traffic light, similar to Taylor just west of Halsted. Currently UNSAFE

- There are pedestrian dead zones along Harrison.
- Any and all cross walks, especially along Harrison street. Cars do not stop for pedestrians. The lighting is very poor, the trees along Harrison block much of the light from the street lamps. Cars do not see peds at cross walks at night because of this.
- The entire stretch of Harrison St. through campus and some parts of Taylor St. around campus.
- Dangerous intersection when crossing W. Harrison to get to the Quad
- The pedestrian walkway across Harrison to the Halsted Blue line stop (between Jefferson Hall and the dorms) is hard to get across. Cars often don't notice the signs and don't stop, there isn't enough lighting at night either. I don't want to test whether a car will stop for me by walking out in front of it.
- Sometimes cars don't care to stop at Harrison crosswalks. Poor drainage on sidewalk from Douglas Hall to Blue Line.
- The crosswalks on Harrison near the UIC blue line stop on Morgan. Everyday I put myself in danger when I attempt to cross. It takes at least 4 cars to pass before one might stop.
- Pedestrian crossing on Harrison between Halsted and Morgan. Halsted and Harrison, passengers from westbound bus frequently jaywalk.
- Confusing street lights and turn times at Harrison and Canal
- The main entry from Harrison Street, with the access to the trains, should have a traffic light.
- On Harrison in between the blue line walkway and the East Side Campus.
- Along Harrison where commuters exit the parking lot.
- Harrison Street between the UIC Halsted Blue line station and East Campus. The traffic moves way too fast, and frequently when one car stops to let pedestrians/bikes go the one in the second lane will not.
- Crossing Harrison at Halsted always feels sketchy because cars don't always stop, same when bus drops you off on Halsted near blue line and you have to cross the street, and the CTA doesn't shovel the bridge, near east campus residence halls there's a big fenced off construction area and almost no sidewalk.
- From the blue line stop to campus on Harrison, sometimes cars just don't stop for pedestrian.
- Any crossing along Harrison—people don't want to slow down or stop .
- There are potholes all over Harrison Street and the sidewalk between the Newman center and BSB is messed up and cracked.
- The park at Harrison and Wood is very dark and the sidewalks are not cleared very well in the winter, and this is a major thoroughfare to get to the Blue Line.
- Harrison street can be dangerous for girls walking alone.
- Racine and Harrison. Peoria and Harrison. Both intersections are dangerous.
- It is very dangerous crossing Harrison to get to the Blue Line. Those signs make it ambiguous to pedestrians and drivers as to when/if to stop. Some drivers use caution and let pedestrians through, others do not. It is exactly this range of responses that make it dangerous. Do away with the signs - it was better when traffic and pedestrians knew cars would not stop. You just wait for it to be clear and then cross. Otherwise, build a walkway above or below to let people cross without worry.
- Crossing over Harrison to the CTA Blue Line

- Harrison Street between Halsted and Morgan is an accident waiting to happen. Cars do not yield to the Stop signs on the roadway where the crosswalks are and drivers behind you get angry if you yield to pedestrians. Just put a stoplight there and get it over with. Another hot spot is Halsted right in front of SCE. The pedestrian crosswalk, CTA & UIC Shuttle bus stop, and the northbound bike lane is also dangerous, largely due to northbound bikes that do not yield to pedestrians or who ride around a stopped bus and almost run someone over. Happens every day. Morgan at Harrison is also crazy. Vehicles are not yielding to pedestrians in the crosswalk.
- From Racine and Halsted on Harrison, poor sidewalks. Taylor and Halsted, Halsted and Roosevelt both bad intersections. On the northeast corner of Taylor and Morgan to Morgan and Harrison bad lighting and safety issues. I notice that there is construction in this area for better connections, which was in need.
- Harrison and Taylor—poor lighting
- The Harrison street crossing to the CTA
- Harrison from Blue Line to campus and Taylor from one side to another.
- Harrison and Halsted, Harrison and Ashland, traffic cycles, left on arrow make difficult for crossing
- North side of Harrison and some sections of sidewalk on campus: uneven paving.
- Dangerous intersection for pedestrians at Halsted and Harrison. Cars go right-on-red without considering pedestrians in the crosswalk.
- Safety concern- W. Harrison st. (From ashland to racine)
- Harrison and Halsted is pretty bad
- Harrison, south side, the road is not flat

- Harrison and Racine. The walk from south campus dorms to east campus. Specifically crossing Roosevelt road.

Loomis

- With all the problems near Polk at night. Lights work sometimes. Behind 957 building walkway and parking lot. Called numerous times for safety yet UIC has done nothing to fix. Could be a big problem for the university if something happened as it's been pointed out on numerous occasions
- Recently, there have been many incidents taking place at/around Loomis/Lexington and around Arigo Park. The reason is that this area is poorly lit. Also, patrolling of this area should be more frequent.

Marshfield

- There is no bike storage on Marshfield.

Morgan

- Morgan being shut down for repairs is creating a barrier presently.
- The block on S Morgan between Taylor and East Campus (South of Harrison) seems to have been totally neglected in terms of snow removal on the sidewalks this winter.
- I work in ETMSW, at Morgan and Harrison. Walking across the parking lot between Morgan and Peoria is horrifying. Not only am I afraid of being mugged, but the parking lot is always icy too. Also, crossing Morgan is unsafe and there is usually a mound of snow that you must walk through to get to the sidewalk on Morgan, just north of Harrison.
- Area between Morgan and Polk
- Poor lighting; 505 S. Morgan
- Morgan Street by the library, has poor lighting and seems dangerous to walk down

Paulina

- Paulina feels not always safe (empty).
- Pedestrians coming out of the Paulina parking lot have to dodge cars

- streaming from the Paulina - Taylor intersection, even though there is ""stop for pedestrians"" sign in plain view.
- Paulina street and Taylor
 - Underground steam,safety issue; 915 S. Paulina"
- Peoria
- Extremely poor sidewalks - on Peoria across from CUPPA
- Polk
- There is no bike storage on Polk.
 - Polk/Wolcott
 - Sidewalks need repairs on south side of Polk St. between Marshfield and Paulina.
 - Polk Street construction
 - Polk Street is always completely secluded at night after 7pm so I do not feel safe walking home from the College of Medicine. There are also never any patrol cars there to monitor for students' safety. Wood Street is also pretty barren after about 7pm.
 - Sidewalks along Polk.
 - If you are walking east on Polk just past Damen, there is a spot on the southern sidewalk where construction is being done and is prohibiting the sidewalk from being used. Because of this, you have to cross the street to use the sidewalk, than cross back if you want to get to the student center west.
 - Polk and Wolcott construction.
 - Polk @ Wood SW corner - Poor uneven sidewalk causes falls. (I have fallen here.)
 - Polk and Wood/ dangerous intersection for pedestrian crossing.
 - As a blind individual, the 2" changes in the sidewalks along Polk (south side) between Wood and Wolcott - and on Wolcott (east side) between Polk and Taylor have caused me to fall or almost fall on several occasions.
 - Very little lighting near Polk & Damen, also little lighting walking from SRH to the blue line. I feel very unsafe being alone anywhere near West Campus.
- The construction going on Polk has completely taken away the south sidewalk there. I understand there is construction, but this is very dangerous as pedestrians and cars cannot see each other around the fences.
 - Racine
 - Vernon Park/Racine and Polk/Racine
 - The stop sign/area on Racine near where Polk jags. There should be better lighting on the southern corner (I was hit by a car at this intersection). When it is dark there, it is very hard to see pedestrians crossing in the cross walk. Also, where Vernon Park PL connects into Racine. There should be another stop sign N/S here. Many students live in apartments near there, and crossing Racine at commute times is quite dangerous. I also think that timing for the Paulina/Roosevelt light should be reviewed. Crossing N/S is nearly impossible as Roosevelt is 4 lanes there, and unless you walk quickly or run, you can't cross in time. This is SUPER problematic as the Lighthouse facility is very close, and traffic on Roosevelt can be quite heavy.
 - Racine CTA Blue line
 - The whole West Polk street is unsafe.
- Roosevelt
- Roosevelt and Ashland
 - Too much traffic along Roosevelt
 - Green areas on Roosevelt Rd. west of Halsted. Although they shouldn't do it, pedestrians climb over those areas, which are much higher than the street surface.
 - Roosevelt and Halsted crosswalks
 - 1747 W Roosevelt Road –The walk towards hospital on hermitage rd- poor lighting
 - Roosevelt/Halsted - its almost impossible to even get from one side of the street to the other even if your standing on the corner for the light to

change before the green light clicks on for the cars to begin again. Crossing sign should have second countdown and it should be timed to allow about 10 - 15 more seconds than its currently allotted.

- Roosevelt and Ashland, traffic cycles, left on arrow make difficult for crossing"
- Roosevelt has a green arrow problem."
- Roosevelt and S Newberry Ave needs cross walk; students are darting across Roosevelt all the time.

SES

- Around SES, between there and Roosevelt Road, there needs to be more lighting. There are poor sidewalks by Stevenson Hall and In between the Quad and Lecture Center D. Also the tiles in the main platform in between the two platforms of SES need to be worked on.. Crossing Roosevelt Road near FAC & PEB is sometimes difficult; many times people are forced to run the risk of running in front of moving cars to cross the street.
- The sloped entrance towards SES. There are a couple slippery paths, some tiles in the center of the structure are not placed correctly on the ground or have been displaced.

South Campus

- Poor lighting; south campus. Specifically by JST and behind MRH and TBH. Crosswalk on Halsted at Rochford has no signage to provide safe crossing for students.

Taylor

- Wood and Taylor -- Too many pedestrians trying to cross the street all the time, with too many vehicles in too many lanes. Also, Taylor Street just west of Wood and Taylor, where people coming from the Wood Street parking ramp cross Taylor Street. There is no pedestrian crosswalk there, but most people cross there on the way to work. It is relatively inconvenient to

go to the OCC pedestrian walkway on the 2nd/3rd level, or down to the campus tunnel system in the basement of the EEI, and there is no incentive to go to the corner of Wood and Taylor, where it is even harder to cross the street.

- Crossing at Taylor and Harrison.
- Taylor has horrible biking conditions. More safety alert stations should be installed with better monitoring near the El. Paulina and Taylor can be a bad intersection to cross as a pedestrian. More lights.
- Taylor Street near OCC - there should be a pedestrian crosswalk
- Dangerous intersections: Taylor/Paulina and Taylor/Ashland.
- The intersections at Taylor and Wood, Taylor and Wolcott
- Ashland & Taylor is a particularly dangerous intersection for pedestrians waiting for light signal to change due to fast traffic and bunching of pedestrians waiting for light to change.
- Waiting too long to cross Taylor street at the mid block signal.
- Taylor Street seems dangerous.
- Sidewalks are crowded especially on Taylor. Would there ever be a movement to make some of Taylor pedestrian only. I think Loyola is doing that on one of their streets, but it's not as commercial as Taylor.
- Taylor and Ashland - heavy traffic
- More crosswalk lights on Taylor
- Construction at Taylor and Morgan and around SEO in general.
- Hermitage and Taylor. Dangerous to cross the street, to or from hospital. The signs for pedestrians is good, but not all cars obey that law. Maybe a flashing yellow light like on Harrison near 900 west. Many handicapped persons are afraid to cross."
- Too far too walk

- Hermitage and Taylor. Dangerous to cross the street, to or from hospital. The signs for pedestrians is good, but not all cars obey that law. Maybe a flashing yellow light like on Harrison near 900 west. Many handicapped persons are afraid to cross."
 - Too far too walk
 - Ashland and Taylor due to high traffic on Taylor and aggressive drivers Wood and Taylor intersection needs a light. Unsafe for pedestrians with 4 way stop.
 - Sidewalk is terrible on Taylor in front of Peace a Grammar School. Full of cracks and not shoveled and heavily traveled.
 - Taylor and Ashland - dangerous intersection
 - Many empty lots on Taylor street (near and away from hospital)
 - Taylor from Damen to Ogden I feel unsafe during times of low pedestrian traffic.
 - W Taylor st (from Ogden to ashland)
 - The snow on sidewalks on Taylor and Racine is dangerous
 - Van Buren
 - Dangerous intersections along Van Buren and Jackson (no stop signs for east-west traffic).
 - Also the intersection at Peoria and Van Buren would be better with a stop sign.
 - Dangerous - need stop signs - Peoria/Van Buren or Green/Van Buren. Impossible to get across the street at times.
 - Van Buren & Peoria - Crossing van Buren as a pedestrian is extremely dangerous. I was almost hit by cars several times during the past year. The intersection needs stop signs on van Buren.
 - Walkways from parking lot M to the corner of Taylor and Wwood. Dangerous intersections, poor lighting.
 - Safety, snow not cleared timely especially on Taylor.
 - Cracks in road along Taylor Street
- West Campus
- West Campus, especially in the evenings around Polk St; also areas on Taylor between Loomis and Racine; Area around SES in the evening.
 - Parking lot by hospital. Dangerous to walk through with ice and snow. People fall and become injured walking there.
 - On the west campus, I find the overlighting to be poor, everywhere! There is no safe (pedestrian has the right of way) crosswalk on Paulina right by the north end of the Paulina Tower Garage. It is only at the corner of Taylor & Paulina & does not accommodate those who come from the north going south to the garage. Sidewalks, need attention. Pavers, appear to be more slick in wet and snow conditions than cement ones, especially those on a slope.
 - Snow and ice in parking lots - the entire lot to the east of the Pharmacy building in particular and by the hospital.
 - I don't know if this is on campus, but the diagonal path across the park from the Illinois Medical District Blue Line stop exit at Ogden towards the intersection of Wood and Harrison is extremely hard to navigate after snowfalls. I also believe the area with benches in front of the Human Resource Building (715 S. Wood St) could use more lighting for darker hours.
 - Areas by the hospitals and medical facilities need more crosswalks.
 - SSW, broken pavers Corner of Taylor and Wood, heavy traffic Stairwell to Psych building is slippery, back door is heavy.

- Hospital intersection at Taylor and Wood needs a stoplight; vehicles are aggressive.
- Interactions of Taylor and Ashland. Blue line entrances within IMD.
- Areas along Taylor coming from west going to east campus are poorly shoveled during the winter months, along with very icy. Along with the church by BSB.

Western

- Western-19th to I-290

Wood

- Wood Street between Polk and Roosevelt- poorly lit at night. Taylor Street between Ashland and Marshfield- poor/crooked sidewalk; often people trip on it.

General Comments

- Intersections that are dangerous.
- Where there is poor lighting.
- Walking between East Campus and West Campus.
- Crossing from train station to main campus. It should have a protected lane.
- Most streets around campus
- Walk/path from UIC-Halsted towards quad
- Poor sidewalks and connections throughout campus. There are patterns in snow where people choose to walk is where new paths should be put in."
- The sidewalk to the west of the architecture building always floods.
- Pedestrian crossing south of the Blue Line station across Harrison. The entrance to the campus here is really poor. This could be a major gateway but right now there's some automobile/pedestrian confusion. Cars should not be able to turn in here. It should be 100% a pedestrian-only plaza. I always wait for cars to stop at this crossing because every now and then you find the rogue car that doesn't

obey the state law stop for pedestrian sign, especially after 9 pm classes get out. Or one car might stop and the car in the adjacent lane might not, which is really dangerous. Also the sidewalk through campus that connects to this crossing, the one alongside the dumpsters and then the one through the little open space parklet just south of the Blue Line station, is in horrendous condition. Pools of water gather here in the rain and then water freezes, making it a falling hazard. I think this is pretty obvious, but Halsted and Roosevelt is also a bad intersection for pedestrians and bicyclists. Harrison and Halsted is a little dangerous, too, for pedestrians crossing Harrison towards campus as northbound cars whip left onto Harrison. I avoid walking across that intersection for this reason and go with the state law stop for pedestrian crossing further west on Harrison.

- Intersections could be better managed with yield signs and flashing lights. UIUC has some LED flashing street crossings that could help slow drivers down and it'd be nice to implement that.
- The snow removal process (or lack of) at UIC is atrocious. The conditions are awful for both walking and biking on foot, and I wonder how UIC can consider itself an accessible campus to all; anyone in crutches or other mobility-assisted devices would have a terrible time navigating right now. The sidewalks up and down Harrison right now are in awful condition, for example.
- Currently, the construction on the park by SEO.
- On Taylor Street while crossing the street next to SEL building towards the parking lot.

- The marked sections...vehicles do not stop for pedestrians...it happens at all locations.
- The main safety issue is personal safety (e.g., getting robbed). Maybe security should walk around campus, which is common on other campuses and makes students feel safer when walking around campus at night. Lighting or emergency buttons doesn't really improve safety conditions"
- Lack of safety
- Poor sidewalks and curb cuts"
- The quad by the student center west has bricks that are falling apart creating a hazard to pedestrians.
- In the winter, sidewalks around Newman Center should be shoveled.
- Narrow sidewalks, poor lighting, safety.
- Snow
- All of my classes are in EPASW, and the street is all torn up with constant construction. Additionally, it's muddy as there is no street/sidewalk in certain areas over there. Also, it's extremely icy.
- The entire area is not safe.
- Dangerous intersections, and crosswalks where automobiles do not stop for pedestrians.
- Door to courtyard of NPI building is difficult to open. There should be a concrete sidewalk at north end of Lot G to Marshfield Street.
- I would not say that the lighting is particularly good anywhere on campus. There are many dark corners around various buildings. In particular, there are some paths heading towards Harrison that, as a female student, I purposely avoid.
- Crosswalk at Harlem stop of Blue Line
- There are a number of safety issues throughout the campus area and just beyond, including the CTA. Sidewalks, flooding on sidewalks, inadequate lighting occur throughout the campus as well.
- The blacktop paving around BSB is in terrible condition, and any time there is rain or snow you can't get in and out of the building without walking in puddles.
- The condition of the sidewalks, lighting and intersections are all fine, it's all about personal safety. It seems every week someone is getting mugged on or near campus. You can call the police all you want, but it's still going to be after the fact
- I think the residential areas such as Carpenter or Aberdeen are highly used by UIC despite being off campus for UIC people to get to Polk and Taylor. A lot of these sidewalks are in bad shape. People often choose these because it is an easy conduit, but also because the areas along Halsted and Racine don't feel like they have a relationship to the street. Their either abutted by parking lots or buildings that aren't really engaging with their sidewalks.
- Frequency of shuttle bus at night is too low.
- Sidewalks are reasonably clear, but snow accumulates on the road next to the curb making crossing difficult.
- Safety - more frequent crime reports have been reporting violence that has occurred during the day as well as after hours
- Des Plaines Av walking from Union Station to Campus ... safety issues .. isolated area with poor lighting.
- Construction in summer campus wide
- It would be nice to have one ""car free"" street between the two campuses for walking and bike riding. Chicago drivers are terrible and scare me to death so I do not bike to work.

- Snow not being shoveled has been an issue but not on the blocks right at the school.
- SIDEWALKS IN FRONT OF JEFFERSON HALL FLOOD.
- Never tried in evening yet but from UIC alerts and messages could tell still need more work needs to be done but I will suggest to install webcam on all campus and street connected to UIC since technology is cost effective and efficient.
- Construction at SCE
- There are several places where pedestrians and bikers have worn muddy paths. Rather than trying to fight this, those paths should be paved.
- The number of assaults we are notified of, is disturbing. Makes me want to stay inside as much as possible and a ways travel with others."
- My primary concern is between campus and Ogilvie. Many sidewalks are in poor condition in the winter. The bridges are not properly cleared and are unsafe.
- W Vernon Park to S Morgan sidewalk is impossible to navigate in wet weather due to flooding and not wheel chair accessible. Pedestrian crossings around east campus on Harrison and south campus on Halstead require more driver awareness because not all drivers will stop for people in the crosswalk.
- Sidewalks from Union and Ogilvie to campus are often narrow, not shoveled of snow and not well lit.
- Solid ice
- Outside of student center west is torn up in multiple spots.
- Satellite lot in the northern suburbs. I'd be quite happy to drive in to a satellite lot around the downtown Metra and then bike or take a shuttle to the hospital, but there is no convenient way to head west and Lakeview is too far to commute via bike and I don't feel safe on the el near the hospital.
- Overall poor snow removal (not only this year) and management, pothole and curb maintenance. Interchange construction will worsen the situation.
- The area between the train station at UIC Halsted and the university entrance. But the area around the Student Services Building has too much heavy traffic and should be a lot closer to the rest of the campus, or at least have better traffic control.
- I tend to walk from Douglas hall to the blue line along a path that runs west of the AA building. If it rains at all it's always flooded. I also do not feel safe walking any path after 9pm to the blue line. It's really because no one is around.
- From UIC Halsted Blue Line stop to UIC, the roads are not well marked. The pedestrian crosswalk is hard to see.
- The light between SEL and SES. I always feel like someone is going to get hit by a car crossing that street. The light changes too infrequently to handle the traffic of students during time between classes.
- Most corners have huge pot holes or puddles from melting snow. It's Inconvenient trying to jump over them
- One of the paths on the south side of Ltd is low, gets water buildup all the time as well as the path directly from the Quad going to SH.
- The sidewalk immediately west of the Architecture and Design building floods with water a lot. Some driveways that intersect with the sidewalk on Halsted as well. The wide walkway immediately west of the soccer field on Halsted and Roosevelt is very poorly lit.

- Sidewalks behind the library are not shoveled or salted well, which is a liability.
- Poor Lighting on Newberry, no crosswalk at newberry and roosevelt, poorly iced sidewalks on polk
- The sidewalk between BSB and the library needs to be redone. Especially in winter, or after a rain, only a narrow section of the sidewalk is passable, creating a bottleneck.

Comments on barriers to biking

11. Can you identify any locations that have barriers to the biking? Barriers might include: bike lane needed, poor bike lane, no bike rack, dangerous intersection, poor road, poor lighting, no Divvy bike stand and safety issues. (Please name the specific barrier along with the street or intersection.)

- Riding on Harrison or Racine is impossible because of cars. Riding on Taylor is dangerous because of car doors from the parking spots. Need better East-West Bike route.
- I do not bike
- no bike rack on Polk and Marshfield
- no
- Bike lanes do not always feel safe (too close to traffic flow) More indoor bike racks would be preferable, especially when keeping bikes overnight (such as in the dorms)
- N/A. Do not bike.
- Wish Halsted had protected bike lane going north
- No.
- not sure
- Taylor lacks a bike lane.
- none
- A bike lane along Van Buren would be great, also bike lanes along Roosevelt would be nice (they may be there but I can't remember). More bike racks in front of CUPPA would be nice.
- Biking on that Harrison is very dangerous because of the speed of traffic and the amount of pot holes along the side of the road. The 2 lanes need to be turned into one, and protected bike lanes need to be inserted.
- Harrison has some rough parts of the street and needs a bike lane. Same with Taylor. Crossing onto Racine at certain spots can be an issue.
- I wish there was a Divvy bike station in the middle of campus, instead of the edges
- No
- no
- Harrison spanning from Halsted to the medical district has very poor street for bikes to travel on. Bikers have to compete with cars, multiple city bus lines, plus the campus shuttle, on roads covered in potholes.
- I think the intersection that poses the greatest risk to both cyclists and pedestrians is the large intersection on Racine just north of the Racine Blue Line stop. Although this intersection is not on my personal route to class, I use it as my bike route when traveling from UIC to my job and vice versa. I have had multiple close-encounters with speeding vehicles who are trying to merge onto the highway despite not having the right of way. I literally was in the most frightening accident of my life as a cyclist there in the fall - despite there being crosswalks and a bike lane, many turning cars simply ignore the law and refuse to yield when attempting to merge onto the highway.
- Harrison has potholes.
- A consistent dedicated lane on Taylor - that is paved well and maintained - is

- needed. An additional Divvy bike stand near SPHW building is needed.
- I don't bike on campus.
 - None, I don't bike often enough to identify any barriers.
 - Bike lanes - Green Street or Peoria St., maybe Jackson or Van Buren. More protection - Halsted between Van Buren and Monroe is dangerous during busy period.
 - A separate bike lane would be helpful on all the heavily travelled streets.
 - The cul-de-sac by the library and the church not sure what the street is. A lot of snow piles up there and makes it very difficult to bike and even walk on the sidewalk.
 - Harrison (east campus) is awful to ride a bike and is the street I need to ride down to get to all the buildings I access- potholes are very bad. I have also had to go out of my way for a bike rack when going to class at Lincoln Hall (but not too far out of my way). I also have had to lock up my bike on the railing on the stairs at the Student Services Building due to lack of availability of proper bike lock up.
 - Polk and Harrison St. do not have bike lane
 - Taylor. potholes.
 - Poor bike lanes on Halsted
 - No
 - The bridge on Peoria St. over the Eisenhower. There is no ramp so bikes have to go on the sidewalk.
 - Horrible road on Taylor street from Racine to Morgan and no bike lane on Taylor street, from Morgan to Halsted
 - No, not really, because I ride a folding bike that goes inside with me. I'm not crazy about bike lanes either.
 - na
 - need more bike racks on all corners, bike lanes needed and potholes need to be repaired constantly
 - All of Harrison. All of Taylor. Damen between Roosevelt and Harrison.
- Ashland between Roosevelt and Harrison. Racine between Roosevelt and Harrison.
- Harrison potholes/lack of bike lane
 - I think we need more west campus Divvy stations. I ride to Loomis and walk the rest of the way in case the west campus stations are full. Roosevelt and Ashland is a good location for Divvy, but it's too far from campus. I would never ride a bike on Ashland, and would be afraid of the Ashland and Roosevelt intersection on a bike.
 - Ashland portion of west campus is particularly dangerous for bikers due to volume and type (large trucks) of traffic, and speed of motor vehicles.
 - On west side, Polk is fine except near the entrance to the Cook County / Stoger Hospital parking lot (the block between Wolcott and Wood), which is unlined and unregulated. On the east side, Vernon Park is problematic near Tufano's Vernon Park Tap, because valet parking attendants drive recklessly.
 - On East Campus riding north on Morgan from Taylor Street there aren't enough ramps/dips in the sidewalk for a biker to get up on the sidewalk and travel into the quad or other building.
 - Wish there was a safer bike route between E & W campus. I tried going down Harrison but there were terrible potholes & too much bus traffic. Can't get all the way through on side streets by bike.
 - Taylor; Morgan
 - Harrison: bike lane needed, poor road quality Connective bike path across campus (west-east) would be helpful
 - Poor bike lanes on Halsted and especially Taylor. Cyclists should ride at least 4 feet from parked cars (outside the "door zone"), but legally parked cars are right up against the bike lanes, which are less than 4 feet wide.

- Therefore, a cyclist should not ride in the bike lane when there are any parked cars (this, unfortunately, angers some motorists). Cheapest solution is to remove parking on one side of street, though motorists may not like the idea. A possible east-west bike boulevard between Taylor and Harrison is another option. Also, the bike lane eastbound on Taylor just west of Morgan is so riddled with potholes that is nearly unrideable. More sheltered bike racks would also help.
- The road conditions on Harrison Street are terrible, and the traffic is too fast. It does not seem to be local traffic, but people quickly passing through. Racine is too wide near the Harrison intersection until at least Taylor.
 - narrow streets...cars parked on street on both sides. one side should be parking, one for biking. too many trucks.
 - More bike racks in general, everywhere. There aren't enough and I'm often chaining my bike to street signs.
 - The curb where Morgan is cut off by the Catholic student center
 - Gee, how about offering courses in "rules of the road for those on bikes"!! They are especially dangerous on Roosevelt Road in cutting over 2+ lanes to turn (& do not signal). There are those without proper markings to be seen at night.
 - Roosevelt feels dangerous
 - no
 - Could use more bike racks on Wood near Student Center West.
 - Taylor Street is too congested.
 - Bike lanes on Harrison and Morgan from Roosevelt to Daley library.
 - Most of the main campus because there is only one level and everyone walks on it.
 - Briefly, I bike six miles to UIC, and the most dangerous part of my commute involves either riding on Halsted and Taylor streets near our campus. Covered bike racks are essentially absent, and it does not seem to me that they were placed by someone who has ever biked or considered biking.
 - No Divvy bike stand near Clinton and Polk.
 - Taylor street in in awful shape and has been for years. I avoid it at all costs while on my bike even though it has many locations I would like to take my bike to I go further out of my way to avoid dealing with the terrible pavement conditions. Worst is between Morgan and Racine but it's still rough up until Ashland. West of Ashland is great.
 - it's too dangerous
 - Lack of bike racks at some popular campus locations - esp. libraries and ACCC computer labs
 - I wish there was a bike lane on Harrison and Racine.
 - We need more Divvy stations on the East Campus.
 - Harrison-no place to bike
 - I hate bikers in the city.
 - Poor bike lane along Taylor, closest to Morgan. Need more bike racks at the gym; they are always full in the nice weather. Since bikes are not allowed indoors at UIC, more bike racks should be covered to protect against rust.
 - More bike racks; more anti-theft programs
 - I live 15 miles away. I think I'll try biking on a Saturday when weather turns good.
 - Ashland Ave - no bike lane, heavy traffic
 - Bike lanes on Damen, and more bike lanes on side streets.
 - I can park my bike in my office as an employee, but if I wanted to stay for evening classes, I'm nervous about leaving my bike outside locked...it will

- be stolen. Some sort of foyer bike stands would be a unique contribution.
- Corridor between Halsted and Congress to Halsted and Grand could use a protected bike lane.
 - I think the bike lanes on Taylor need some pot holes repaired. Also, bike lanes on Polk street and Harrison St would be great. More bike racks on Wood St. (closer to Taylor) would be nice, as the College of Pharmacy racks fill up very quickly.
 - Polk Street from Damen to Ashland
 - Nope
 - Bikes seem to be able to travel on campus, but would be hard pressed to travel along Harrison or Racine. Even on campus, while the paths are very easy to travel, there aren't clear preferred routes for bikes, simply them using pedestrian walkways.
 - Taylor Street between Ashland & Halsted- dangerous for bikers; poorly marked bike lanes and pot holes in bike lane.
 - Halsted could have more protected bike lanes. You do feel a little exposed on the street south of the highway
 - Harrison (too narrow). Taylor (too narrow). Morgan (closed at Eisenhower). Roosevelt (flow of traffic too fast).
 - Harrison St ... no bike lane, bus and car traffic, poor road condition
 - Poor Lighting behind BSB
 - Without protected bike lanes like they have in the Netherlands I will never bike on the street.
 - If you walk down Morgan past the library, the street ends and causes pedestrian and bike traffic converging since there is no good way to exit the road via bike. Halsted has bike lanes but the buses seem to edge bikes out a lot. Harrison street in general is VERY unsafe to bike on (no bike lane AND the road is terrible and filled with potholes), Taylor is not good to bike on if you are going further east than Racine (no shared space, lots of potholes). On some streets, newer ALL way crosswalks could help (the cross walks that let every pedestrian walk at the same time) especially Halsted in front of SCE. I don't really feel safe around Roosevelt and Halsted.
 - We need more Divvy bike stations around south campus and west campus.
 - Same as above on Question/answer 10
 - Roosevelt Road & Halsted to Western and Halsted
 - TAYLOR STREET
 - Harrison street
 - Construction at SCE
 - On the Northeast corner of Taylor and Morgan same as above
 - UH needs more bike racks. Even with the scaffolding, which people are not supposed to lock bikes to anyway, there's not enough room for all the bikes.
 - None on campus
 - Harrison street bike lane would be good. Halsted Street could use protected bike lane.
 - Harrison lacks a bike line, is narrow, and has dangerous potholes.
 - all
 - Bike lane needed on a section in Taylor. Also Vernon Park, despite low car traffic. It is imperative for bikers to know when something is being done to the road. I once skid because there was oil in the intersection of Racine and Harrison. A little heads up would have been nice.
 - A bike lane on Harrison, but I don't know how feasible that would be.
 - Ashland could really use a bike lane.
 - Taylor St. bike lane between Ashland Ave and Morgan St is horrible - bad surface, too many car doors opening. Then it just disappears on campus east of Morgan. Riding on it is asking for trouble.

- Bike lanes on Roosevelt are quite dangerous as they stand in the middle of traffic. Having bike lanes on the other streets would be great
- Bike lanes next to parked cars are not safe.
- I haven't seen many bike stands. The ones I have seen could use an update. (I love the DIVVY bike stands)
- Polk Street
- Riding bike from E to W campus, I feel safest on Polk. Polk gets interrupted and I must use Cabrini. Cabrini to Racine to Polk feels dangerous to me.
- Harrison Street (poor road) - Morgan street (poor road) from 18th to Taylor
- No bike lanes on any road. They are needed on Racine, Taylor, and Morgan. Also a divvy bike stand would be great and more parking for bikes.
- Not accustomed to biking on the street.
- Damen over 290 is a gap in bike lane coverage
- Harrison has no bike lanes and feels extremely dangerous. Intersections on Halsted are challenging to bikers as bike lanes do not follow through.
- Harrison could use a bike lane, the street curves down towards the sidewalk which makes it a poor surface to ride on.
- no
- Harrison is very hard to bike on with no bike lane.
- The bike lane on Damen goes in and out, so there is no lane on the bridges over the highway, which is very disconcerting. There are not enough bike racks near EEI for M1 students, and the bike rack there feels unsafe after dark. There should be blue police lights near ALL bike racks.
- SAFER bike lane on Taylor. I feel like a car door is going to take me out whenever I bike past Morgan heading West
- The combination of street parking and bike lanes on Taylor Street by the Eye Institute and U of I Hospital is an AWFUL idea--I was personally door prized at least three times. The bike lanes are also faded in this area--very unsafe.
- Harrison is dangerous for bicycles because there is no bike lane, not even a shared lane. Bikes end up on the sidewalk instead, creating dangers for pedestrians.
- Divvy bike stand and Canal and Taylor!!! PLEASE!!!
- Anywhere without a clearly defined bike lane
- Taylor Street enormous pot holes
- Poor road conditions - especially eastbound on Taylor. Not enough bike racks. Roads that have dangerous reputation such as Ashland
- Taylor is dangerous to bike on heading east
- No or Poor Bike Lane: Harrison St., Polk St., Ashland Ave.,
- The whole West Polk street is unsafe.

I would bike more if...

12. Please complete the following statement: I would bike more if ____.

- The infrastructure existed for it (more bike lanes, especially if protected)
- I had a bike.
- I owned a bike.
- We weren't in Chicago and the roads weren't congested.
- I didn't go to class after work.
- I didn't have to wear professional clothes (i.e., stockings and high heels) to work.
- it wasn't winter sidewalks were clearer better bike lanes
- had bike racks to store
- there were more dedicated bike lanes

- Bike thefts were not common on and around campus/the city
- I felt more at ease leaving my bike at a rack for long periods of time.
- there are more biking lanes
- The Chicago weather were warmer year round. Not interested in biking in the cold, actually.
- Bike protected lanes existed throughout the city.
- the weather was better :)
- Biking was safer in Chicago
- It were cheaper
- I lived closer to campus.
- I enjoyed biking and/or if I lived close to campus
- safety
- There was a bike lane on Taylor Street
- The roads were better salted/safer.
- none
- Car traffic was calmer.
- I didn't live so far away.
- If traffic was not 4 lanes all along the campus.
- I felt safe in traffic. I felt safe leaving my bike in public. I felt safe with my child in a trailer.
- It was easier for me to take my bike on the CTA train at any hour. I live too far away to bike directly to UIC from home.
- I lived closer
- the weather was warmer
- No good answer
- I didn't live so far away.
- I would not bike more
- If there were more protected bicycle parking on campus.
- I lived closer (I'm not paying for Divvy)
- I had a Divvy station nearer to my house or had a bike.
- There is bike road.
- I lived closer to the campus.
- If there was more safe and secure parking, particularly around UH. Additionally, campus showers for commuters (especially during the hot summer months) would be wonderful. So many businesses in Chicago and

- other cities do this to encourage biking/jogging to work. I
- It wasn't the winter and the rental cost wasn't so expensive.
- I lived closer to campus. I live in Oak Park. It would not be safe for me to bike to campus.
- There were covered bike storage facilities, better bike lanes and road infrastructures within the city at large (not exclusively a problem at UIC).
- it weren't winter.
- there were more protected lanes, dedicated lanes, less aggressive traffic, more options for indoor bike storage and/or safer outdoor bike storage.
- I were 30 years younger and I were not in a huge city with terrible drivers.
- I had a dedicated bike lane from my home to UIC. The problem is that my home is on the far north side of Chicago (Devon and Western), and there are no continuous bike trails/lanes from there. Going to the LSD trail takes too long. If my bike commute can be no more than 1 hour, and I could shower on campus, I would bike more often.
- I bike as much as I can now. It's just not as safe as it might be.
- (a) there were separate bike lanes on all the major streets between home and campus (California, Elston--entire length, Milwaukee--entire length, Halsted), (b) it were easier to take bikes home on Metra--e.g., a way to take bikes during pm rush hour, or more frequent trains at night after rush hour.
- I had access to a helmet at work.
- The speed of drivers was so excessively over the speed limit.
- Halsted wasn't such a busy and narrow street from the north side. I've been on the #8 bus before and saw two bicycles literally get hit by a car! The bus was so near them that I thought we were almost going to run them over next.
- It was safer to bike in the city of Chicago

- ...there was a more secure and secluded--not STREET--bike path. Like along the canal near I-55 from the Midway Airport area.
- I were more confident about maneuvering through people, or if there were specific paths for bicycles.
- The only time I don't bike is due to weather conditions. Poor roads don't stop me. It is the fastest, cheapest, and greenest way to get around Chicago. I have not had too much of an issue with safety or availability of bike racks. I deal with the potholes and lack of bike lanes because that is pretty standard when biking in Chicago.
- Halsted had protected bike lanes
- I lived closer to campus.
- My Pass worked on them as well as CTA.
- there were safe bike lanes and I don't have to deal with parked car (accidentally opening the door and banging the biker)
- I didn't feel like I was going to get "doomed". There was a secure bike rack at DHSP on West campus. I've tried to have one installed. It would be great if it was in the back of the building. Being near Roosevelt we've had a number of people with stolen bikes. WE NEED A BIKE RACK.
- I lived in Chicago.
- Halsted had protected bike lanes
- I felt safe biking on the street between OTC and campus.
- I did not have a tight schedule to follow
- I actually had a bike of my own and I did not have to cut through downtown to get to UIC. Nor have to be on the lookout for bike thieves.
- I bike alot.
- There is a special side for bike
- I wasn't scared a car was going to hit me.
- the Divvy bikes were more affordable
- if there is at least a bike path that would connect East with West campus
- I bike to work every day. I'd ride METRA less if I lived closer!
- it was safer
- I had more places to permanently store my bike.
- there were more bike racks around campus/if there was a slow bike lane in campus so I could park my bike closer to my classroom
- my worksite had a place to store a bike during my shift
- I would not bike on campus ...I walk ...
- I felt safer in bike lanes
- I lived near the campus
- I would feel very safe and if there were more bike lanes.
- Weather allowed (not cold) and if it was free.
- I lived closer
- there were more bike lanes
- Chicago had more pleasant months for bike riding. Divvy had bigger baskets (sometimes hard to carry everything). Riding Divvy relieved stress for me in the same way as walking.
- I didn't live so far away. The L is easier.
- I hadn't had surgery on my hip and knee
- I lived closer to UIC (I live in the Edgewater community thus biking is impractical for me. Even partial biking in conjunction with rapid transit would be unfeasible.
- It was safe from my house to UIC
- Chicago were a safer city to bike in, bike lanes were wider and better respected by drivers.
- I lived closer by and I didn't have to bike through "dangerous" neighborhood
- if I lived closer
- I could bring my bike into the office and not risk theft
- There was a safe route between E & W campus.
- N/A
- n/a
- NA

- There was a safe street that would get me from my apartment to campus
- There were bike paths
- There were more bike storage facilities
- If there was an easier safer route to campus
- I lived much closer to campus, and I felt safe doing so.
- It snowed less? Despite the issues mentioned in 11, I bike almost every day I come here.
- I would bike the same amount; the conditions probably wouldn't really deter me.
- streets and bike lanes were separated.
- n/a
- More designated biking lanes were available and more parking locations as well.
- I felt my bike were safer when parked at UIC.
- there were more bike lanes, more bike racks.
- I could bike in areas separate from cars. In some cities there are physical barriers (as opposed to markers) for the bike lanes. Barriers would be an impediment to snow removal but perhaps could be used in the other seasons.
- I wouldn't
- campus paid the fees
- Roads were cleared better during the winter.
- the weather permitted.
- it was warmer, and there was more secure places to lock your bike, and maybe lockers.
- THE ROAD CONDITION IS BETTER.
- I didn't live 20 miles away.
- I had a bike
- There were less pot holes.
- UIC was located roughly 4 miles north of where it is.
- UIC had decided to build one of those projects it was showcasing in the library over near SEO, the perfect spot for a bike ramp or vestibule.
- I had a bike.
- I lived closer to campus, 20 miles one way is too far!
- It the University made it easier for me to do so by making it safer and easier (e.g. installing covered racks near buildings). Clearly, working with the city on common routes, like Milwaukee Ave, Blue Island Ave., Halsted St.) is crucial, as well.
- There was a Divvy bike stand near Clinton and Polk.
- I felt safer in doing so (and it wasn't Winter in Chicago).
- UIC had safer bike parking facilities.
- I lived closer to campus.
- There was a spot I felt safe leaving my bike
- it were safe
- There were a way to make it convenient to have a helmet when riding a DIVVY bike.
- roads were more clear in the winter time, and I'd like more protected bike lanes in general.
- I hadn't moved to Evanston this past spring.
- it gets warmer....
- It was incentivized by UIC.
- The weather was better
- I had a bike.
- I had a bike.
- ...the weather in Chicago allowed :)
...helmets didn't give helmet hair. ...I didn't have to wear business clothes to work.
- the weather was better:)
- the train would allow bikes during rush hour
- The weather conditions are more of an impediment for me when it comes to biking - I live near campus and bike often in the summer
- I had a bike; I didn't live in Rogers Park; I could do bike and train, but it's prohibited during peak hours on CTA
- See above
- More bike racks

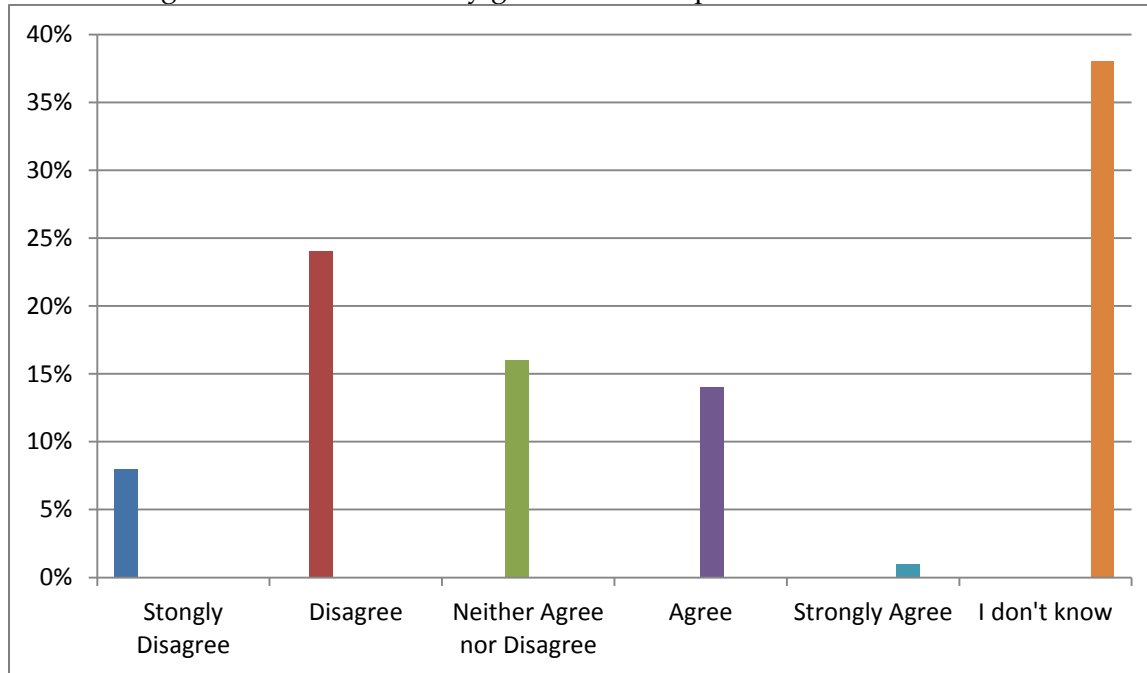
- there were cheaper rental bike options and if there were more secure biking racks to prevent theft
- ...it were safe to do so.
- I lived closer to campus
- I lived in a warm weather climate.
- I wouldn't - I commute about 30 miles to work -
- It were easier to take Damen all the way.
- I lived nearer to campus (I live 30 miles away).
- The fucking weather would cooperate
- The weather was good, and if safety for bikers on the road was better.
- I bike almost every day (unless it is very snowy or rainy).
- There were dedicated bike lanes on streets.
- There were bike lanes separated from the street.
- ...I were not disabled!
- Armageddon wiped out everything else and it was the only way to get around.
- Divvy membership were cheaper for students.
- it were spring.
- Taylor street and Roosevelt road were more safe. On Taylor Street, the bike lanes need to be protected and better marked; also pot holes repaired. On Roosevelt road the bike lanes need to be protected because traffic goes too fast down that road.
- It weren't so cold!
- ...there were protected bike lanes--put the bike lanes between the parked cars and the sidewalk to provide a buffer from traffic and to lessen the chance of a car door opening. Otherwise, put up some sort of buffer for dedicated bike lanes.
- These is a safe bike lane between east and west campus
- I felt safer biking on the city streets between the east and west sides of campus.
- My bike was now stolen when parked in campus.
- Safe bike route existed from lakefront path to UIC.
- I lived closer to campus
- the weather improves!
- I felt safer. People drive distracted, particularly around the hospitals - don't know where they are going so they are not looking at pedestrians. I have almost been hit twice as a pedestrian
- Clear cut paths
- UIC partnered with Divvy as part of our Upass so I could bike from Union Station to campus and not have it cost a lot.
- I would bike ALWAYS if I felt it was safe and had protected bike lanes like they have in the Netherlands. Drivers Ed should require a bike safety component for student drivers.
- The snow was removed from the bike racks and the quality of bike lanes on roads were better
- I lived closer to campus.
- There were more Divvy stands.
- someone hadn't stolen my bike
- THE WEATHER WERE WARMER
- I lived closer
- I would never bike
- There were protected bike lanes Roosevelt to Western; Western to I-290 Harrison to Halsted. Same for Polk Street, too.
- Taylor Street was more safe and not so narrow, cars always cutting you off. I got doored before.
- the weather was ok and the cost of divvy was discounted
- When weather condition improve
- I lived closer
- I had a bike. I am thinking of purchasing one this summer.
- I lived in Chicago
- On the really nasty days, it would be nice if there were a shower/locker room in the basement of UH to change out of salty/grimy biking gear into work clothes.

- I would not bike at all. I take the train from the suburbs and then a bus.
- na
- I live 25 miles from campus and take Metra and the Commuter Bus. I walk from the commuter bus stop to my office.
- there were more bike racks
- Traffic conditions were better and if biker's had more room on the streets for bicycle lanes without having to crowd vehicular traffic and I wouldn't have to use the sidewalks to get away heavy traffic.
- I already bike everyday irrespective of weather conditions. I quite literally cannot bike anymore if I tried.
- I commute from outside Chicago, this does not apply
- getting to UIC from where I live wasn't so dangerous at 6am.
- The weather were warmer.
- not a priority
- I could see!
- I could do it in business attire
- There was more bike racks in safe, well lit areas. Or bike rooms for storing. Bikes are constantly being stolen.
- there weren't so many people to run in to
- The roads are better cleared out after snowfall.
- It were easier to get my bike on and off the train I commute on.
- My bike would be safe to park on Campus
- Divvy was a little less expensive & there were more protected bike lanes between Ogilvie & UIC.
- there were more specific bike lanes.
- I felt safer doing it.
- there were more and better bike lanes
- I didn't see cars use the bike lane to overtake other cars or see buses use the bike lane to stop and drop off/pick up passengers. It makes me feel unsafe about biking
- I were younger and lived closer
- There was a dedicated bike path.
- I lived closer to work
- The City of Chicago had more true biking options from the South Side of the city. Biking is extremely dangerous due to limited bike lanes and poor street maintenance.
- I had a bike
- There were secure locations to lock my bike
- I lived closer to campus
- there was a satellite lot in the near north or along Roosevelt/LSD that I could park and then finish my commute.
- I lived and worked within bikeable distance. Currently, work is 20 miles and home 40 miles away; one way.
- I had a bike
- I had a bike ;)
- I had a bike
- not applicable
- I had a bike.
- I felt safer while riding between campuses
- I didn't live so far from campus because I don't like to show up to class sweaty and don't want to take a shower on campus so I can go to class fresh and use the bike.
- I lived closer to campus.
- I liked biking.
- Free bikes stations were available from and to west and east campuses resp., or vice versa
- I had a bike.
- I lived closer than an hour away
- I lived closer
- I already bike on any nice weather day
- drivers were more careful about rainy streets
- Cars weren't so scary.
- I owned a bike
- There were designated bike lanes
- it wasn't snowing all the time
- There were more bike lanes
- It was safe there was a designated bike lane on all roads I would bike

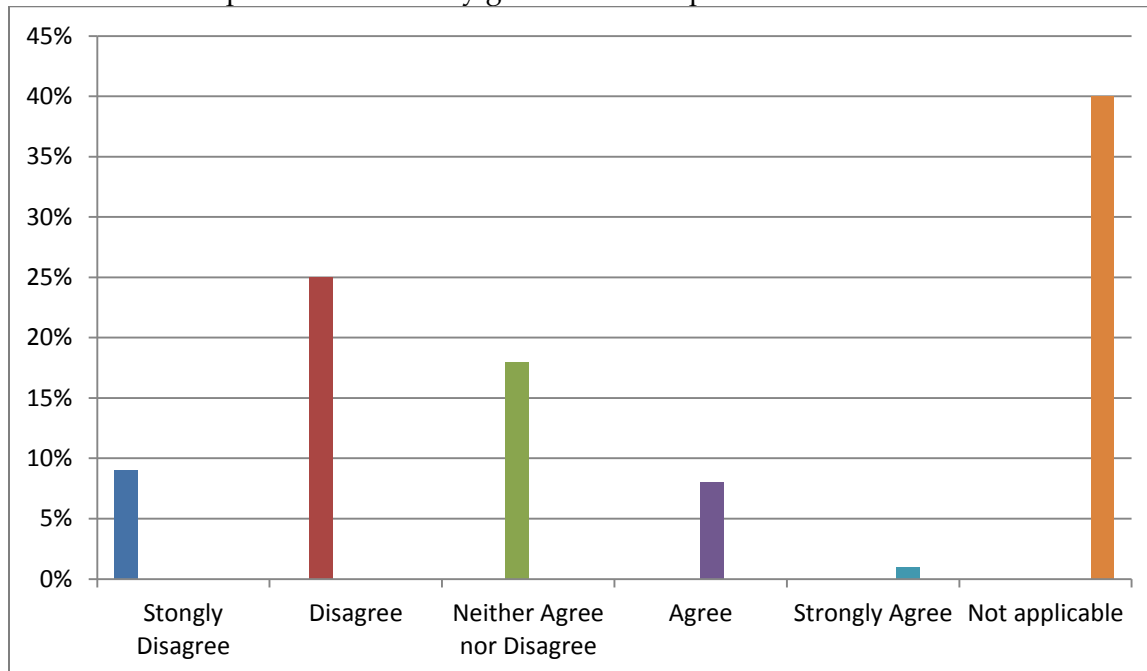
- There was less theft and the streets weren't so filled with terrible drivers
- If there were more bike lanes throughout the city. More bike lanes on main roads near campus (Harrison is a big one) is important, but if only campus includes bike lanes then I can't get very far.
- There were bike lanes around campus
- The weather was warmer
- I had a bike
- I knew how to ride a bike.
- I wasn't afraid of robbery.
- There were places to keep my bike dry, and easier paths to travel.
- There was a place for bike maintenance (fixing popped tires, buying bike locks, etc.) on campus.
- There were more indoor bike racks.
- there were bike lanes, and car-drivers paid more attention to bikers
- There was less ice/snow in winter
- I had a bike and actually knew how to ride in a better or more consistent way
- I knew how to ride a bike or owned one.
- a.) I wasn't afraid of being door prized;
b.) bike lanes weren't faded and c.) I didn't have to worry about biking directly behind exhaust fumes of dozens of buses.
- I could commute with my bike
- There was a divvy stand at Canal and Taylor.
- I felt like I wouldn't get hit by cars doing so
- No
- Never too far from my house
- I lived close to campus
- I did not feel there was a high risk of being hit by a car
- I am more parking spots in the west campus.
- there weren't potholes on Taylor Street
- I didn't feel like someone would steal my bike
- You bought me a house closer to campus
- I lived closer to campus.
- The weather was better. (I know you can't change that, but that is my only issue)
- There were less pot holes
- There were more places to put my bike
- Bikes were closer to SSR and BSB.
- the weather was better
- there were more sheltered bike lanes, the bike lanes were cleared more regularly during winter
- There were more indoor or protected bicycle areas
- There is a wide dedicated bike lane available

Accessibility Issues

13. Please tell us whether you agree or disagree with the following statement: A person using a wheelchair can easily get around campus.



14. Please tell us whether you agree or disagree with the following statement: A person with visual impairment can easily get around campus.



15. Can you name the specific locations (streets, intersections, buildings, etc.) that are particularly easy to navigate, and are safe and easily accessible by all users?

Comments on areas with good accessibility

- Crossing at Roosevelt & Halsted and near SES on Taylor.
- EPASW is a generally accessible building.
- The entire campus is challenging to navigate because of the layout/poor lighting
- Sorry, I don't know.
- Roosevelt
- CTA station has no handicap access.
- Student Center East is really accessible. No ramps for people in wheelchairs, wide-opening doors for high volumes of people coming in and out of the building.
- Very dependent on the season.
- No
- library
- Most of Taylor Street; Halsted and Harrison; Polk St Station
- The quad and the lecture halls all seem pretty accessible, library also.
- not sure
- East Campus.
- No.
- Around the CTA station at Peoria/Harrison and Halsted/Harrison.
- Halsted. Taylor.
- Crossing Harrison street from the CTA Blue line stop is easy and safe
- No
- University Hall, Student Center East
- Most campus walkways
- The major streets such as Halsted, Harrison, and Morgan are easily accessible, but heavy vehicular traffic can be a deterrent to the safety of pedestrians.
- The Halsted and Polk t-intersection is good, as is Halsted and Taylor.
- The OCC is pretty accessible, although the layout causes a lot of walking for someone using a cane or crutches.
- The possibility of 9 traffic lanes with a stop sign and pedestrian traffic at Polk and Taylor seems particularly bad.
- no
- unsure
- SCE and the medical district.
- Lincoln, Grant, Douglas buildings
- All intersections from Damen to Ashland on Taylor St.
- Halsted and Polk. They chopped off part of the side walk so that cars can easily stop to the side to drop people off without creating such a traffic jam.
- Some areas of Taylor street. 902 and 957 buildings have a lot of gaps in sidewalk
- no...streets by UIC are chaotic
- No.
- administration building, except when you get inside.
- around the hospital
- All area between Halsted and Taylor at east campus.
- Disability and Human Development building
- Hospital Wood and Taylor
- Taylor & Morgan is pretty user friendly, and volume of traffic is manageable at hours I've been through there.
- Most streets are okay, but west campus is better for this because the crosswalk signs make noise. This feature needs to be added to the East Campus. Most buildings are inadequately accessible. There aren't enough accessible bathrooms in buildings (some buildings have none) many of the lecture classrooms are not conducive to wheelchairs at all (i.e. they only have steps, no ramps) and those students are forced to sit way at the back of the room if they can get in at all. There needs to be more accessibility for visually impaired people that makes it easier for them to identify buildings and classrooms.
- campus walkways? it's hard to say not being disabled in any way
- Morgan between Taylor and Harrison.

- Corner of Wood & Taylor seems well managed even though there is a lot of car & foot traffic.
- the two entries to the main library
- They are all bad
- Library, SCE
- Lincoln Hall is easy to navigate, and the courtyard around it.
- Taylor Street from East Campus to West Campus
- no
- None. For example, the pedestrian crossings on Harrison are helpful but are still disregarded by a majority of motorists. Left turners from SB Morgan to EB Harrison rarely give pedestrians the right of way when the light changes.
- Anywhere there is snow and it is slippery.
- The foot path between Vernon Place and Morgan Street is in bad shape and too narrow.
- Buildings do not appear to be a real issue (as long as elevators are in proper working order). They seem to be accessible. The campus is a little more difficult, especially regarding safety.
- Area around Student Center West, with the exception of the ongoing construction.
- all
- Taylor Street
- N/A
- Douglas/grant/Lincoln hall
- Most "accessible" doors on campus need a review/replacement. The tap-plates are quite small (example: LHS Chicago and the Administration building) and there is a long delay on the door opening.
- SEL
- Not sure.
- BSB, UH buildings
- Roosevelt @ Wood Halsted @ Taylor CCC
- Most of the campus is easy to navigate but the inside of the buildings is another issue...
- --
- I would not even venture to guess
- Taylor and Halsted
- The whole campus has random vents everywhere, cracked sidewalks, random pathways; I have no idea how people with disabilities get around.
- the front of the hospital
- n/a
- NO- we don't have sound alerts at any of the intersections; even SCE although has elevators, they are off to the side and not well marked; Forum is a little bit better. All main student buildings like Library, SCE, SCW, and Rec Center need single stall, gender neutral restrooms that work for all people as well as those with disabilities.
- Polk street corridor
- Ashland and Wood - set up for visually impaired - NICE!
- Taylor St-Wood St intersection
- Halsted is usually great. Taylor would be nice if the potholes in the bike lane were repaired.
- Lincoln Hall, Douglas Hall, Grant Hall, all Lecture centers.
- ALL streets within the UIC system are very dangerous, due to the high traffic volume from drivers unfamiliar with our state regulations (stop for pedestrians in crosswalks, yield to pedestrians etc.) The only "safe" streets are streets with low traffic volume AND many stop-signs, i.e. Taylor and Laflin. Crossing Halsted Ave. on foot is always a harrowing experience!
- I guess the main arteries.
- Taylor, Harrison, Halsted
- Student center east.
- Peoria/Jackson/Van Buren
- Despite the heavy traffic, Wood & Taylor seems to be a smooth intersection.
- Not really. Campus walk ways are safer than sidewalks, but are poorly designed. Like a maze.
- Street just south of BSB.
- Too many thoroughfares that campus vehicles travel
- Campus has done an amazing job of keeping the sidewalks clear this winter especially the ones around the hospital and clinics (thank you)

- I would say probably none, since even if the curb cuts are good and there is sidewalk space, is the light accessible to blind and low vision additionally? Halsted and Harrison seem okay, Polk and Halsted have good parking if you add more accessible spaces and make the light longer for walk sign that would help. I think Racine and Harrison needs to be better kept up (cracks in sidewalks make it very difficult for wheelchairs).
- The intersection of Roosevelt and Hermitage (near the lighthouse for the blind) because the traffic light also makes noise so people know when they can cross.
- Halsted Racine
- I don't see any visually impaired aids on either campus that would aid thee folks getting around.
- Mostly easy to navigate in good weather.
- Taylor and Paulina
- SCE
- In winter, it is very hard for abled users to get around; even more-so for those with disabilities. Walks are rarely cleaned well enough for a wheelchair to pass; much ice or slush. Entries into buildings are not well-cleaned; snow/ice at doors.
- No
- The only one I can think of is Morgan between Taylor and Harrison where traffic has been cut off. That's fairly safe.
- 605 bldg.
- Taylor St+ Paulina St Taylor and Wolcott Taylor and Ashland
- do not really walk on campus but see other disabled people maneuvering easily and also on the commuter bus from the train station.
- The "new" clinic building on Wood & Taylor.. wide entryway, wide hallways, bridge crossing busy street...
- wood & Taylor
- Polk
- Douglas, Lincoln, Grant Halls.
- 900 w Taylor
- the entire campus
- Polk Street in west campus
- SSB, Harrison and Racine
- Halsted and Polk.
- Majority of the research buildings on the west side, medical college, provide limited access for disabled students/researchers
- Very few audible walk /don't walk signs, horrible ramp clearance when it snows outside of ETMSW & even worse elevators in ETMSW.
- not sure
- All the east campus buildings near the quad and SES and SEL and BSB
- Taylor, north side of street by Medical Center
- Taylor and Walcott. Polk and Wood. Paulina and Polk. Most others risky.
- The quad
- Halsted, Harrison
- none
- Student center W
- Wood and Polk
- Taylor street
- Halsted street
- Halsted
- Put up "yield light cameras" to ticked drivers who don't stop when students need to cross at intersection near blue line exit.
- Daley Library is relatively easy to navigate for all users.
- On east campus where Harrison, Taylor and Halsted all have the barriers in the middle of the street are really nice. Also the light on Taylor in between SEL and SES are great.
- Student building that used to be a mall
- no
- I personally like walking up and down Peoria instead of Halsted. There is no construction there, the street is less worn, the sidewalks are wider, and there are barely any cars so biking in the street is easy.
- Quad
- All of the area between Polk and Harrison on Halsted
- Any
- The East Campus recreation facility.
- South Campus

- None
- Taylor Street
- Science building are easy.
- Student center east
- n/a
- Daley library on east is safe. So is SCE.
- Halsted street
- Not BSB
- West Taylor
- Lincoln, Grant, Douglas Halls, SCE.

16. Can you identify any locations that have barriers to accessibility? Barriers may include: high sidewalk slope, poor surface conditions, fixed objects, long street crossings, no accessible pedestrian signal, curb ramp problems, poor parking design, transit accessibility issues, building entrances, snow/ice/flooding issues. (Please name the specific barriers along with the street or intersection.)

Comments on barriers to accessibility

- No accessible pedestrian signal at 900 W Harrison. Frequent crossing point for people.
- Sometimes the sidewalks outside of SES are really slippery. Often the sidewalks outside of UH are not well cleared of snow and it becomes a struggle to walk through there to get to the theatre building from SES or SCE.
- no accessible pedestrian signal lack of signs for direction poor lighting
- Halsted across from train station
- Van Buren/Peoria, near CUPPA, is frightening to cross due to lack of stop sign for east-west traffic.
- Snow/flooding an issue around all of main campus. Again, direct path from UIC-Halsted to quad is unsafe for many users.
- That flooded sidewalk area between the blue line and the main campus. It slopes, is of lower elevation, and floods regularly, making it aggravating for students walking to and from the train.
- The sweeping stairway entrance to Student Center East (facing west) is in bad condition. A lot of those tiles pop up as you walk on them. Someone is going to get hurt.
- Again. W Harrison
- Harrison, Halsted
- Count all the broken sidewalks on campus.
- All bus stops should be shoveled out for easy ingress and egress.
- Busy street traffic is problematic.
- I covered a lot of this in number 10. Something else that would be helpful for blind and impaired students would be better paved crosswalks, actual lights by the crosswalks on Harrison near the Blue Line's entrance, and stop lights that beep to alert pedestrians of a light change.
- In general, the hospital and clinic area is poorly designed for any visitor to campus, disabled or not. The parking is far away, and after hours, hospital visitors have to walk down poorly-lit streets to get to the parking ramps. There is a great need for 15-minute parking spaces along Wood Street between Polk and Taylor. People have to park there every day to deliver or to pick up items, but they risk expensive parking tickets in doing so.
- High sidewalk slope - bridges going over expressway - Peoria and Halsted. Very poor snow removal in these areas as well. These sidewalks are technically part of city but nobody clears them, effectively they are part of campus and should be cleared. Halsted walking from VB to CTA stop is horrible right now with lots of slippery snow.
- The completely stupid brick-paved walkways and fountains immediately west of University Hall. The fountains obstruct any sort of sensible pathways and wayfinding -- and they're not even attractive. Many of the walkway bricks are out of place or missing, or the "paved"

surface slopes significantly, presenting a very real hazard to able-bodied and less-able-bodied travelers alike.

- After a snowfall it takes a while, sometimes a day or so to properly plow which can inhibit the way those with disabilities move around. Especially the walkways just south of the lecture centers
- yes. The entrance to 1333 S. Halsted (UIC School for Continuing Study). There are 3 doors that someone in a wheelchair must pass through to reach the elevators. Only the first two doors have buttons someone on a wheelchair can push to swing the doors open. The third door, to the left of the stairs, has a sign indicating that a wonderful wheelchair accessible elevator is on the other side, and yet has NO button or any other device that would allow someone on a wheelchair to get through. At least one SCS prospective student has canceled her class registration because of this very unfriendly, inaccessible design.
- University Center 2nd floor -- there is no elevator access and the stairwell is hidden in the cafeteria.
- Harrison (narrow sidewalks with constant traffic), SEL (smaller elevators), BSB (narrow hallways).
- East on Harrison after Halstead intersection - sidewalk slopes up a lot; can get slippery or difficult for wheelchairs. I don't think bikes have a problem here.
- Ashland and Taylor - flooding by the side walk
- On Polk street west of Ashland Ave.
- Crossing at Harrison
- The little circles walking path near SCE and GH, and SEO and SEO Bh. It always flood there.
- Harrison street has a long street crossings
- No. Around my campus location (College of Dentistry) things seem to be reasonably compatible with accessibility. I would like to see fewer able-bodied people using the power-assisted handicap doors though.
- parking lot B4 north pedestrian walk. no one in a wheelchair could get through the parking lot gate. The snow is never cleared on the little sidewalk.
- Morgan sidewalks and between campus, there are bumps and unlevelled sidewalks, parts of Taylor St
- near the cul de sac outside of BSB, there is a large slope between the two sidewalks that constantly floods when it rains
- poor parking design at 2242 W. Harrison
- the poor surface conditions of the brick pavers by student center west would be difficult to cross by someone using a wheelchair or cane.
- I think the crosswalk at Roosevelt & Ashland is a potential barrier to accessibility due to the breadth of the crosswalk, amount of traffic, and time needed to cross. This poses a hazard especially for those with visual or mobility disabilities.
- well, now with that big hole crossing Harrison at Peoria has become dangerous
- north side of Taylor
- 631 no drop off for cars
- Polk Street and Wolcott
- SEL
- the area where Morgan cul de sacs near the library is awkward and has high curbs, bad road quality
- The poor snow removal around Morgan and Harrison is a major barrier to accessibility by all users.
- The southwestern corner at Polk and Wood, where there is no sidewalk and you have to walk in the street to get around the corner.
- The sidewalk at Hermitage & Polk, with pavers on a slope & not level! Overall poor parking design - west campus. Do not appreciate being told that I would have to park my car almost a mile away from where I work. Being told after one is hired that reasonable parking is not available for 2 to 4 years is not acceptable. Allocation of parking, needs to be reviewed! If UIC is to be an employer of choice, this can be an issue.
- snow

- Taylor Street
- crossing Harrison from east side of campus to go to the blue line... cars never stop... and the walkway to the blue line is usually icy or flooded
- Sel
- The Hermitage mall crossing on Polk is regularly a problem. There is a lot of ice and snow and slush buildup where the crosswalk is, as well as every single time it rains, it floods due to buildup of leaves and detritus.
- SES
- snow on sidewalk , ice between campus
- All streets around SES/619. Also, parking lot 05. Campus in general is not ADA compliant.
- I've always thought that the plaza between BSB and UH would be very difficult for someone with a visual impairment to navigate. I once had to help a visually impaired person find their way to the door of UH. Another time, I had to help someone find their way from UH to Harrison.
- Wolcott @ Taylor - tactile warning patches are badly deteriorated, would be safer without them at all. Entire campus - winter makes entire campus highly inaccessible, especially accumulation of snow, slush, and ice at curb cuts. Lack of snow removal from wheelchair ramps at same time as stairs: many buildings such as BGRC.
- Big bump in pavement at exit/entrance to parking at Morgan and Harrison
- Too many too name. This is definitely an issue UIC needs to work on.
- The crossing on Harrison be the dorms is dangerous. We also need a bike lane of Harrison. The crossing at Taylor and SES is dangerous, the kids don't pay attention when the light is green for the cars.
- Huge pot hole in brick sidewalk when coming across Halsted via the walkway; too many to note
- Elevators in ETMSW are down a couple of times a year, it seems.
- Poor parking design--left turns into PSPS and Lot G. Snow and ice at Marshfield Avenue Building are usually well-addressed, but problems have been noted in past.
- Taylor - Ashland/Damen Snow not cleared
- The bathrooms as a standalone in B or E are absurd. The pedestrian crossings at Harrison frequently have students afraid to cross and just standing there - cars seem to stop at the crossing that has the physical Pedestrian Crossing sign, but not at the one directly next to it that does not.
- Cars don't always stop at the pedestrian crosswalk at Harrison and Peoria. There should be at the very least, flashing lights or another system to actual force cars to stop so pedestrians can cross.
- All narrow retrofitted handicap doors suck
- Harrison St. is very poorly lit at night between East & West Campuses, and I do not feel safe cycling or even walking there.
- Entrance to Wood Street Buildings
- Burnham, Adams, Taft, Stevenson, West doors to SCE (slippery).
- I have a friend with MS, she has told me that the doors on the bathrooms at the UIC School of Public Health are too heavy for her to open! Therefore, she always has to find someone to help her open these doors. I would evaluate this design issue throughout the campus and strive to incorporate "universal design" elements wherever possible.
- There are a number of great cross walks along Harrison leading out of the EL, but it would be hard for someone who is seeing impaired to navigate those without help, and the two cross walks at intersections are fairly out of the way.
- Going West from Daley Library into Little Italy, there are high curbs along Morgan at Polk that should have ramp cuts.
- Thomas Beckham Hall (TBH)- It is unmarked (or poorly marked). Visitors (students, parents, friends of students) cannot identify the entrance easily.

- Classroom buildings on east campus. Stevenson Hall is particularly bad.
- Ramps are only visible on major streets
- Most of the handicap accessible curb cuts were made with substandard materials and they are decaying and falling apart. Also water and ice collect at the bottom of the slope making it difficult for someone with a physical or visual impairment to navigate. The curb cut in front of building 975 is in terrible shape.
- Well right now none of the sidewalks are snow free which makes it very hard to use a wheelchair on campus. Cracked sidewalks and narrow lanes contribute to these issues. Racine blue line is not accessible (no elevator). The ramps for all the el stops are far too steep. The transit system at UIC discourages people with wheelchairs from using the general bus and pushes them to use para transit rides. In my knowledge the lifts on the buses are OFTEN broken. Bus drivers have an attitude about accommodating anyone.
- During winter months, the ramps leading to the building are not cleared of snow and ice making it either dangerous or impossible for a wheel chair to enter the building.
- NPI has stairs to get into the building.
- Harrison between Halsted and Morgan Halsted between Polk and Taylor Pedestrians crawling over high planters.
- The doors to SCE and SCW seem difficult for the disabled and impaired. Doors are quite heavy even for full bodied and visually able folks too. The crossing at PEB on Roosevelt is very dangerous from 4pm-8pm. Parents drop off their kids and pull out into traffic; they park on the crossing and you cannot walk safely across, bikes cannot pass. and it is very challenging for anyone to cross safely. The crossing from the Blue line to East campus are dangerous too. The signage is often removed and drivers ignore the speed restriction and the warning sign.
- uneven sidewalks on the AOB side of Polk Street from Wood to Paulina. Heavy traffic sidewalk as it leads to the L and there are step slopes in the cement
- Same comments as #10. Also, the sidewalks along Paulina St have some big cracks and also the snow piled up on Taylor at most 157 CTA bus stops.
- CTA Train Stations
- 1. College of Nursing north side entrance -- poor surface conditions. 2. Path along College of Nursing courtyard towards Damen Ave. -- poor conditions after snow. The ramp across the driveway running parallel to Damen Ave. is narrow with steep sloped sides. Wheelchairs/scooters can have difficulty getting up. 3. Signal lights should be considered for passage across Damen Ave. between the UIC and the VA. Cars do not stop. At night, visibility could be better. 4. The courtyard outside Student Center West can be dangerous. The faux bricks are in horrible shape. It is difficult to walk on; can easily twist an ankle or trip on the broken bricks.
- The sidewalks on Harrison between Halsted and Racine are not being plowed properly or adequately salted. Nor are the north/south crosswalks from the parking area/social work building. And fix the potholes on Harrison. Also, I don't know the completion date for the Morgan street bridge, but that north exit from the covered park lot requires a bumpy ride to get back to Harrison. Can't they put down some plywood covers or something?
- Clearing snow/ice around University Hall should be a priority. More handicapped parking in Lot 9 for access to UH is needed.
- Slippery front entrance to Psych heavy door in back high sidewalk slope Medical Sciences east entrance
- The in & out of elevators in the parking structure on Paulina are difficult to navigate w/ a wheelchair due to narrow doors leading to the narrow & tight turning

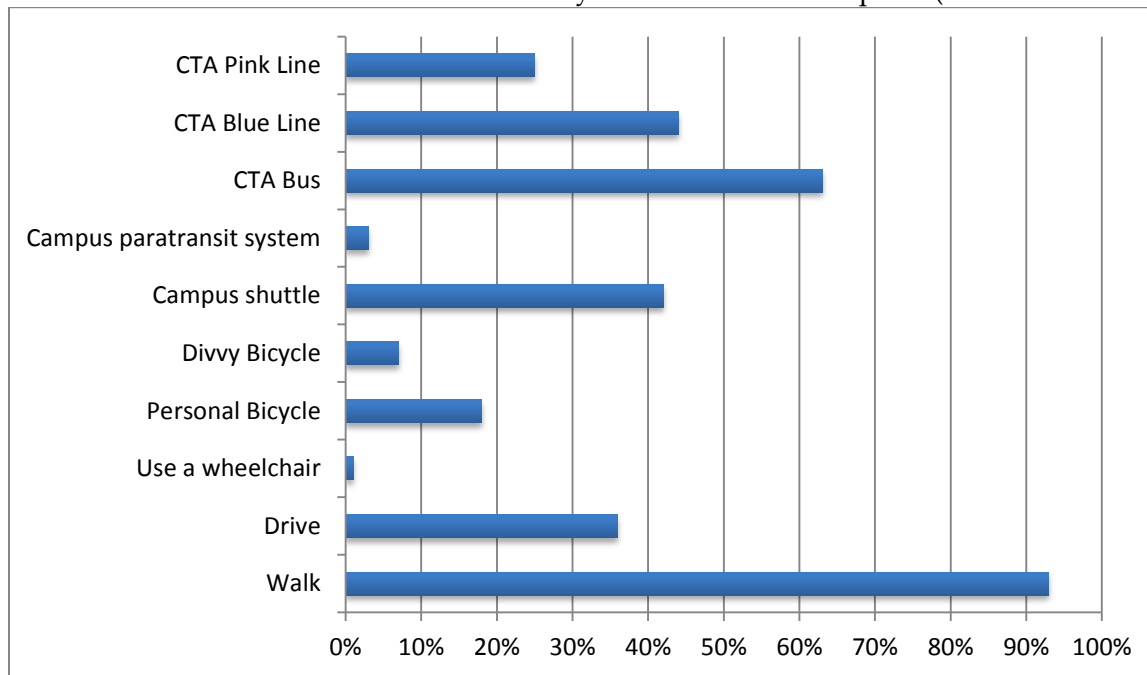
ramps; not to mention obese people using handicap parking spaces!!

- W Vernon Park to S Morgan sidewalk
- uneven sidewalks in many places on campus. to get from CUPPA Hall/AEH to campus has curbs or indirect route
- There are no pedestrian signals that are accessible to visually impaired individuals except for the crossing at Roosevelt and Wood. There are few, if any, Braille markings in hallways for directing blind individuals to correct departments or rooms. Access to 808 S. Wood street is nearly impossible for a wheelchair - very, very inconvenient at the least. Huge problem with snow/ice at Polk and Wood - especially at the bus stops. The ramp crossings in front of 835 S. Wolcott on both sides of the street fill with water and snow. I have had wet shoes and feet on many occasions since I am blind and cannot see the water.
- Winter months have shown terrible conditions not just for full able bodied but those in need of assistance. Sidewalks not completely shoveled, if at all. Ice and snow piled up in front of handicap accessible entryways. Sidewalks uneven in many general areas (outside student centers).
- Taylor between SES and ERF
- UH, sidewalks along Taylor St east of Paulina, buildings within Wood/Taylor/Walcott/Polk corridor
- The entrance to BSB and the back the library. It's very slippery there. I fell down by slipping on ice once when going from the back of the library to BSB
- Polk from Ashland to Damen (heaved, uneven sidewalk sections) Wolcott (curb ramp crossings, heaved sidewalk) Student Center West (sunken pavers)
- Wolcott and Polk- high curbs. Wood and Taylor. Lots of cars and pedestrians many of whom seem to be lost or confused.
- Curb standing water; 1184 W. Harrison, 896 W. Harrison Street sink hole depression; 639 S. Racine
- handicapped entrance to NPI (west campus) is difficult to find
- there are numerous buildings on campus that have barriers to entry such as stairs and inconvenient / obscure ramp locations. individuals should not have to go around the back to enter buildings
- In general, the fact that not all doors and pathways can accommodate people with disabilities
- Walking south from the Blue line on Paulina Street under the Rush Medical Center is a challenge. No one shovels the sidewalks on Paulina Street. It is like walking through a minefield. Am surprised there aren't more people injured by falling on the packed snow and ice.
- Addams Hall, BSB.
- Polk Street, Taylor Street, snow is not cleared and is icy
- strange plumbing, fire hydrant on the grass in front of Stevenson
- BSB in general is not easily accessible, neither is SES, almost all of the medical campuses are a joke when it comes to being truly accessible with ease which is ironic.
- I don't know where the accessible entrance is to CME
- Entrance to parking lot next to SES is not well marked. There are potholes around Taylor and Roosevelt that make it dangerous to drive.
- CUPPA Hall is a disaster in this respect. The building entrance has had scaffolding for the past 3 years, the elevator is almost always broken, the sidewalks are miserable in the area, and Van Buren near the building is difficult to cross.
- Illinois Medical District stop on the Blue line. There really needs to be some type of elevator built on Ashland. I've seen many disabled people struggle walking up that never ending ramp. And I think there may be an elevator on the west end of the platform but if someone is trying to get to Rush or one of the other medical centers, there should really be something for them on Ashland.

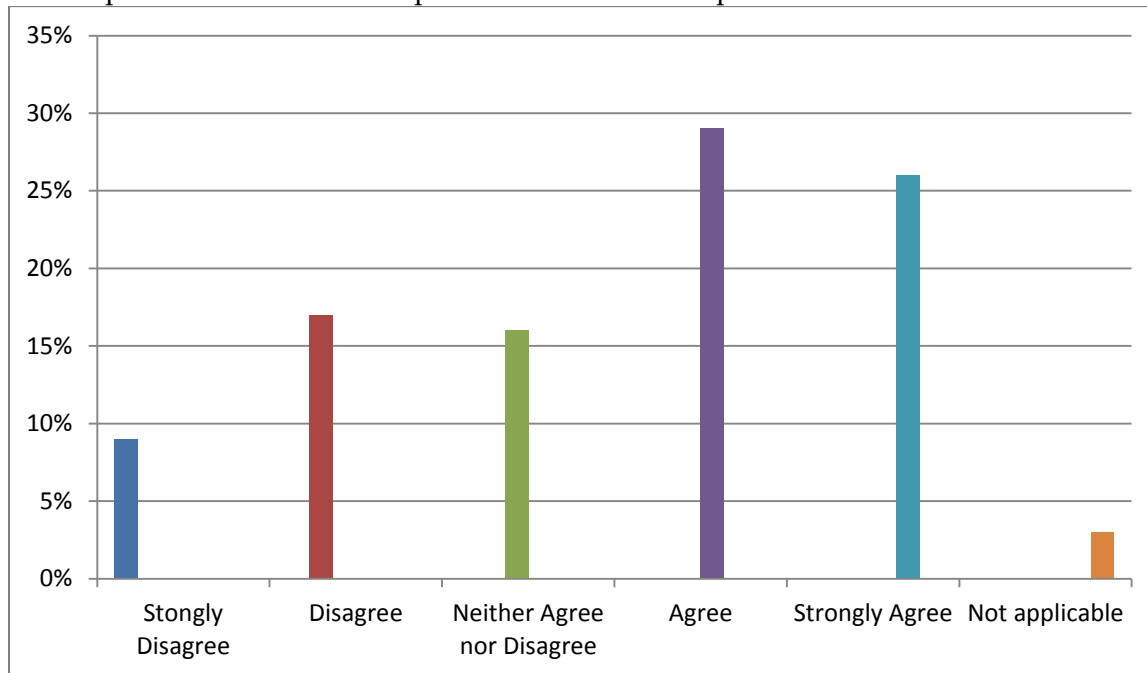
- long street crossing on Halsted and Racine and Van Buren
- Crossing on Halsted and Polk.
- The lecture centers in the Quad are hard to access for some people with disabilities. Stairs in all building are terrifying to use when there is precipitation outside.
- The intersection of Roosevelt and the Dan Ryan is full of all sorts of weird sidewalk slopes and awkwardly placed intersections and pedestrian signals. Harrison street's sidewalks going East of campus have tons of holes and giant cracks. It's not safe road to bike on to begin with and the sidewalks could seriously damage a bicycle.
- The overpass between Halsted and Jefferson on Roosevelt. There is a bit of a slope which could make it harder for a person with disabilities to get around.
- Sidewalks behind the library are poorly shoveled and salted, the roads there are not well plowed.
- None
- BSB is an accessibility disaster. Everything about it.
- BSB / Library Area
- All of the lecture centers. How are handicapped individuals able to enter and take classes in LCE and LCB?
- There should be a stricter policy on the use of the accessibility door from SCE into the quad.
- Poor sidewalks westbound, south side Polk and Paulina

Transit Questions

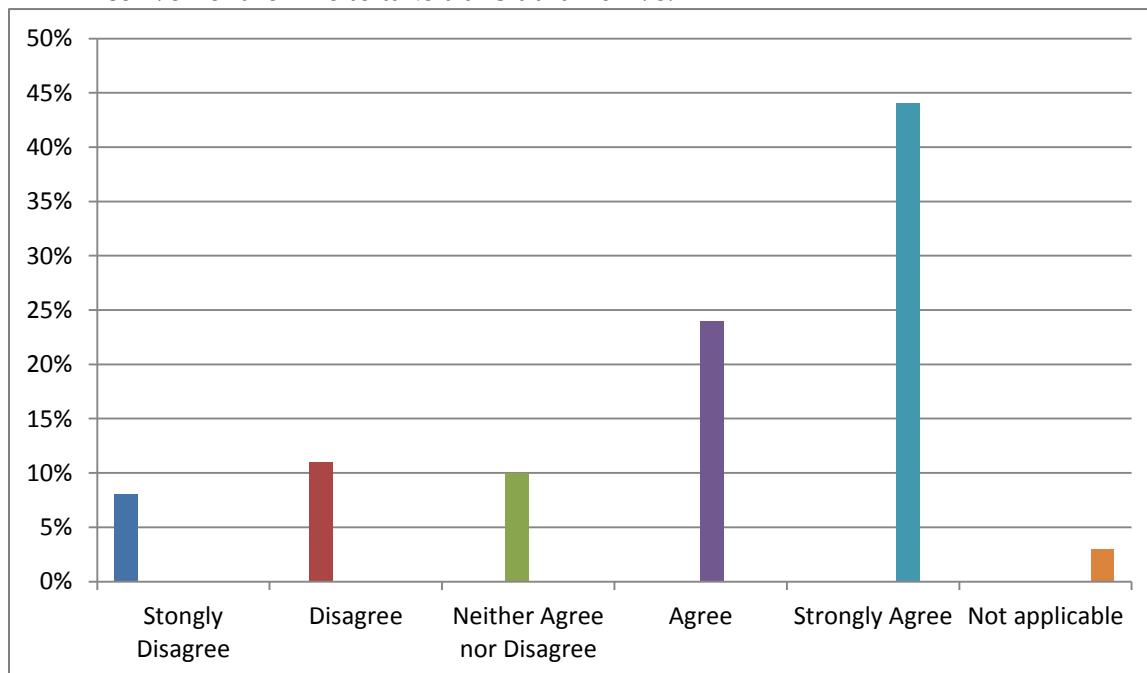
17. What modes and transit services do you use while on campus? (Choose all that apply.)



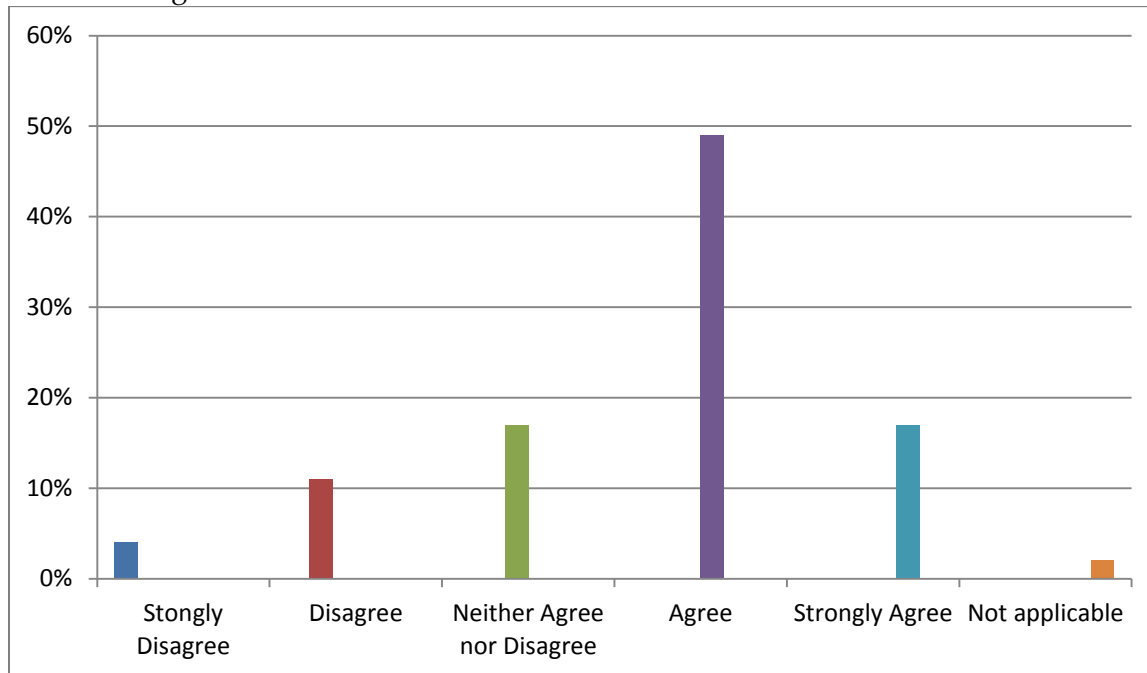
18. Please tell us whether you agree or disagree with the following statement: Transit is my preferred mode of transportation while on campus.



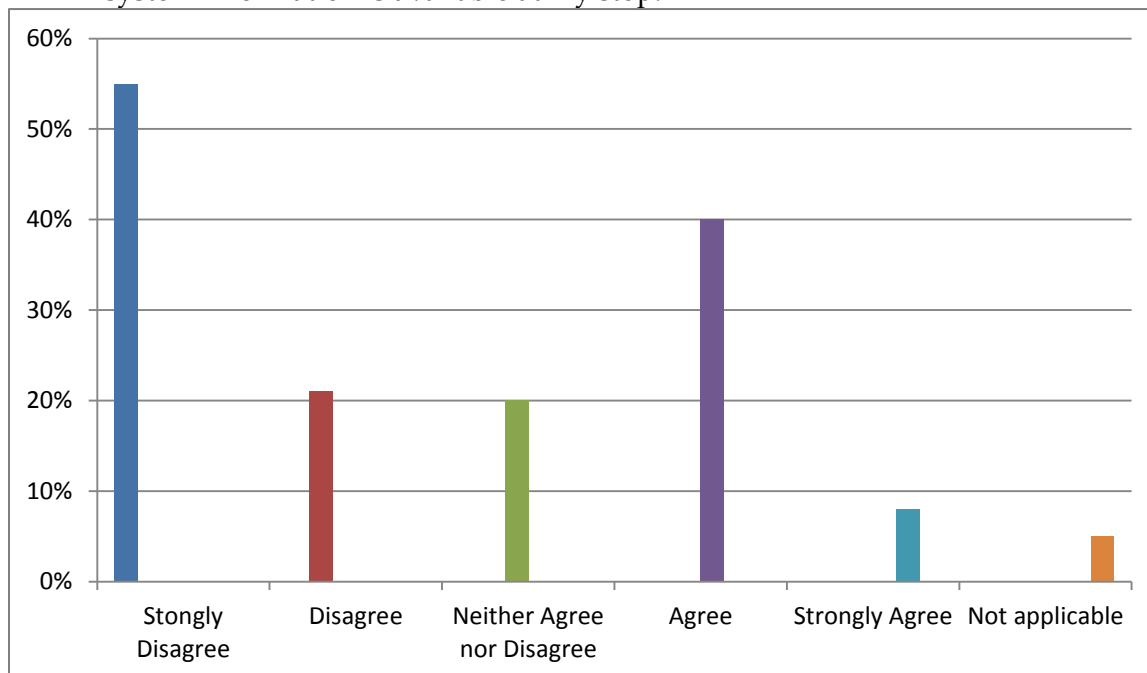
19. Please tell us whether you agree or disagree with the following statement: It is more convenient for me to take transit than drive.



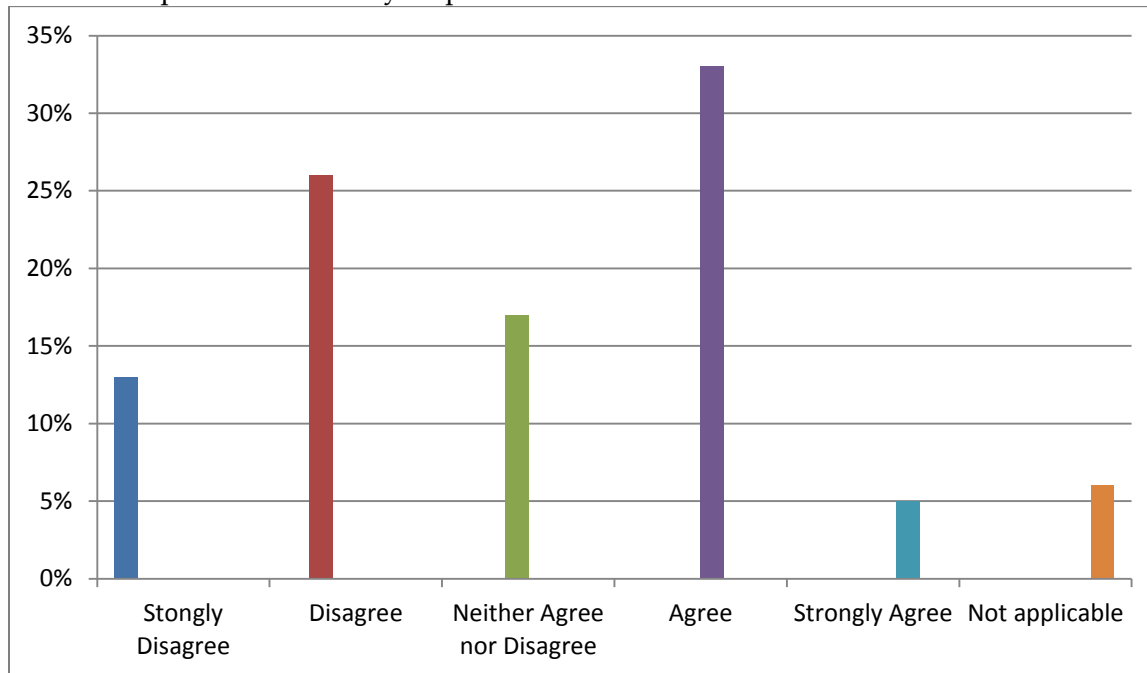
20. Please tell us whether you agree or disagree with the following statement: I feel safe taking transit.



21. Please tell us whether you agree or disagree with the following statement: Using transit system information is available at my stop.



22. Please tell us whether you agree or disagree with the following statement: There is adequate shelter at my stop.



Comments on barriers to transit

23. Can you identify any locations that have barriers to taking transit? Barriers may include: the need for a bus shelter, insufficient lighting, upgraded facility needed, and safety. (Please identify the barrier along with the specific bus stop, bus route, or train station.)

- Almost zero bus shelters on Taylor (CTA bus #157)
- The bus top at Harrison & Racine for the 7 and 60 buses heading in the East direction needs a bus shelter. There needs to be a bus stop in front of Paul Mitchell on Halsted again because removing that one has caused severe problems when students and other people are trying to catch the 8 bus but miss it because they have to cross at a busy intersection to get to the bus stop.
- 900 w. Harrison and Harrison and halted stop needs a shelter and a lot more lighting.
- It's unsafe and takes almost as long as walking does. Drivers are absolutely reckless and there aren't any seat belts.
- The UIC/Halted stop is not ADA compliant and does not have any heating options during the harsh winter months
- Sorry, I don't know.
- bus shelters needed: Polk and Wolcott, Taylor and Damen (157 and 12)
- I live off of 20th and Michigan. There is no direct route from 18th and Halsted going East. I have to go through the loop on transit and walk. Incredibly inconvenient.
- The sidewalk on Halsted towards the entrance to the UIC-Halsted is most of the time snow-plowed poorly. There is always slush and snow on the sidewalk, making it slippery, and when people have to run to catch their train, they can slip and fall. I've slipped multiple times trying to catch my train.
- No
- Blue line at night feels unsafe
- Upgraded facility at UIC Halsted Stop. The roof is leaking and its old and out of date.
- Taylor and Racine area
- none

- The Halsted blue line stop has heat outside that is poorly contained, an unheard glass atrium. Both are COLD.
- I catch the #60 bus on Halsted and Harrison; there is a bus shelter going west, but not one going east. We have to stand all types of weather, good or bad with no shelter.
- there needs to be a bus stop on the east side of Halsted across from blue line station
- Shelter is an issue at most outdoor L stops. There are very few places to get out of the wind, even if you are out of the rain or snow. Three or four sided shelter would do more to keep passengers comfortable than heat. Better communication to passengers in the event of emergency. The loudspeakers are impossible to understand at outdoor L stops that are surrounded by heavy traffic, like the blue line.
- The entrance to the Blue Line Station off Halsted could definitely be improved. The combination of that busy station with a bus stop and narrow sidewalk creates bottlenecks. Walking across the bridge is pretty unpleasant for a pedestrian and an unpleasant place to wait for the bus.
- no bus shelter at Peoria and Harrison bus stop (#60 bus route)
- No
- Taylor Street (when attempting to cross)
- In front of UIC hospital waiting for the commuter shuttle.
- Shelters are the exception not the rule.
- I'm not familiar with transit travel.
- Maps. More maps are needed for individuals in the community that don't know what stop to get off at for the UIC Hospital. Also many individuals do not realize that "south campus" is an actual area, and think that all buildings and dorms are housed on East Campus. I know we don't want to think of ourselves as being a segmented campus, but geographically we are, and we need to make the travel public better aware of that.
- Harrison and Halsted 8 bus stop needs shelter because I see too many people bundling up there and shelter should be there.
- I get on the blue line at the Austin stop. I do not feel safe there at night. Waiting for the bus there is particularly unsettling.
- Halsted bus is too slow and crowded near campus. Radical solutions necessary.
- It would be nice to have a more safe or well-lit route between the buildings along Wood Street and the bus stop at the Pink Line.
- Blue line stop is very dark at night and not many glass shelters.
- Up-to-date real-time information on arrival times of CTA buses and trains is needed at all train stops and all major bus stops, as in other cities with good transit systems. The campus shuttle system is useless except at the endpoints because there is no way to know when a shuttle will be arriving; this would be less of a problem if the shuttles ran every 10 min. or so, but on the current schedule it is an absolute barrier to taking the shuttle. The university should save money and eliminate the shuttles entirely if it can't fix this problem.
- The UIC Halsted blue line station seems to flood easily. It's a very big slipping hazard, especially the stairs!
- There is no bus shelter at Halsted and Maxwell
- The bus stops on Harrison between Morgan and Halsted, also unclear why there are so many bus stops between the light and Morgan. The stretch of Harrison near the blue line stop is extremely dangerous to pedestrians due to the bus stops and unsafe drivers passing buses, etc.
- Bus shelter Roosevelt & Damen NW corner needs a shelter
- no, none
- 7 & 60 bus stops along Harrison going east. Dozens of students wait there in the rain and snow to get back to the Metra stations.
- The sidewalk on Harrison is narrow, and the more eastern stops have very limited visibility regarding when the bus is coming. Also the pavement has some dips

that fill easily with water and overflow onto the sidewalk when a vehicle drives through it.

- I think the Pink line should have another staircase. It's so packed when trying to get off the train in the morning. Everyone rushes to the stairs and I worry that someone may fall.
- No shelter at Harrison and Pauline for the 755 Pace bus.
- Two Blue line bus stops directly outside Student residence and commons east need shelter due to winds and being in the shadow of the building(cold)
- UIC-Halsted. Leaky roof, not enough 'warmers', no eta signs for next train.
- UIC-Halsted stop needs to be rebuilt with wider staircases and barriers to wind/cold.
- Lack of bus shelter, to prevent being splash by cars mainly on Taylor St where large puddle settle near the bust stops. Lightning is not so great there nor on Harrison which have the same problem with eh large puddle since the brick used for the street cracked, which left a large pot hole.
- No
- UIC-Halsted blue line entrance on Morgan street has been under construction for a long time.
- Need for a bus shelter by Taylor Street and Halsted
- Not applicable to me. I arrive and leave on my personal folding bicycle.
- All along Harrison street for routes 60 and 7, there are few bus shelters and low lighting
- Take the bust at Harrison and Morgan stop is time consuming. The #7 takes forever, plus the shelter need more lighting when is dark, and it is so cold in winter!
- corner of Halsted and Harrison bus #8 needs a shelter
- the need for a bus shelter, insufficient lighting, upgraded facility needed, and safety
- Need a shelter at the #8 Halsted bus stop at Harrison.
- Bus shelter needed at: Harrison & Leavitt Taylor & Damen 2242 W. Harrison
- Pink line should have another set of stairs - frequently congested during rush hour (AM & PM)
- no shelter at Maxwell and Halsted, bus service unreliable, no shuttle bus to LaSalle Station
- Insufficient capacity on commuter shuttles
- None.
- Not aware of any.
- More bus shelters needed for stops along Harrison street.
- Ashland #9 bus stops at Polk (Northbound & Southbound) have no shelters or lighting & are quite dark at night in the winter.
- None come to mind
- a bus shelter at Chicago and Halsted would be nice. the CTA blue line station could be warmer with more heating
- An upgraded UIC shuttle tracker including estimated arrival times and locations where the shuttles stop (and for how long). Sometimes I can see where shuttle is but have no idea how long it will take to get to my stop. Also, an app form that fits a smartphone screen better would be a big help.
- All of the 157 stops on Taylor street need a bus shelter.
- no
- Maxwell and Halsted Street
- Halsted and Harrison near the blue line stop
- Walking across the parking lot between Morgan and Peoria, just north of Harrison, is frightening. It is dark and usually spotted with black ice.
- The steep ramps at the Halsted-UIC Blue Line stop do not make the station accessible.
- RRB Building, have to take two buses from Metra station
- Bus shelter at Polk Pink line station could use info board to give estimated wait times.
- Halsted & Maxwell needs a shelter, the CTA blue line entrance at Halsted has had

a broken door for over a year, and area is never shoveled

- N/A
- Argyle elevator when I had a fractured foot. The Halsted-Blue Line ramp is way too far.
- The only one I can think of is that the Paulina street blue line exit is problematic. The turnstiles - while somewhat better now - regularly reject payment options and there is no one on duty at that location to help with problems. Additionally, despite having an accessible ramp and being the closest exit to Rush and UIC hospital, the turnstiles are not disability-accessible at all. To the point that paramedics, trying to help someone on that ramp, had to go to several different entrances before they were able to enter the stop.
- Need for a bus shelter at all UIC Shuttle stops, CTA bus shelter at Halsted and Taylor and Taylor at 900 West.
- The 157 stops running around 7pm, which is when it gets dark. So, after 7pm until red car starts at 11pm, I have no way of getting home safely. I generally walk, but I take the risk because I have no other options. I also never know when it's coming, the trackers are generally inaccurate.
- Last time I took the CTA because of weather related issues I don't recall seeing a bus shelter in front of the SPH building.
- Most CTA stops lack sufficient shelter, and UIC-Halsted is no exception. An short enclosure protecting commuters from wind, traffic noise/heat, and pollution could go a long way. I'm no engineer, but someone could maybe come up with a solution for these.
- Some of the stops along Roosevelt road.
- Long-term temporary: Eastbound CTA #157 bus stop at Wolcott @ Polk is on a corner that is closed due to long-term construction. This is especially dangerous in the winter. Should be relocated permanently to SE corner where a UIC bus shelter already exists.
- blue line
- More bus shelters on the 50 route would be nice. It's pretty cold waiting at the UIC Medical District blue line stop for the 50 going north. But it at least has shelter.
- sidewalks not cleared/salted near medical center blue line stop during winter months
- Maxwell
- ---
- Halsted and Harrison and 900 West Harrison need a bus shelter.
- There are some stops in between the main streets like on Harrison street that don't have a bus shelter or enough lighting.
- The campus shuttle stop on Paulina and Taylor has a bench but no shelter. The #157 CTA Bus on Taylor and Marshfield has no shelter either.
- Bus shelters need a bench; working transit schedule times
- Medical District station on Blue Line can be improved--concerned about condition of ramp to Polk St. and can't really tell how many minutes until train arrives.
- Harrison and Racine east bound 7 & 60
- No bus shelters for stops along Ashland
- Harlem Av stop on Blue Line--dangerous crosswalk.
- The CTA trains in general do not feel safe when it is not rush hour and you have to travel beyond downtown in any direction.
- It's mostly fine, I'm not expecting many luxuries at the bus stops.
- Ashland and Taylor, Ashland and Polk
- n/a
- Bus shelter needed at Roosevelt and Ashland
- Safety issues after rush hour on both Blue line and Green line (connecting via Pink).
- 157 doesn't run late enough on Taylor. It's hard coming home from later classes.
- Paulina street, by pink line L stop
- There are only a few heated shelter areas at the blue line stop at UIC Halsted. There are literally crowds of people two or three deep in all of these during cold weather. Additionally, while there is a sign with information about the next train, it's located in a remote corner that isn't easy to

see should you want to wait it out upstairs, and there are none on the platform.

- Roosevelt and Wood Street (Southwest corner) need to have better lighting on that block along Roosevelt road to the west and along Wood Street to the south of Roosevelt Road. I believe there is a parking structure on 13th and Wood that is very scary to walk to at night.
- The blue line stop at UIC-Halsted often has lights out which feels unwelcoming in the evenings.
- It would be more ideal if the campus shuttle stops and CTA stops at the Polk line were closer to one another, so that I could take the first to come along.
- The safety button on train cars never work or the train operator never responds.
- Crossing at Peoria and Harrison needs a traffic signal.
- need more bus shelters
- In front of UIC Hospital there is no bus shelter.
- n/a
- good shelter during winter
- Heating could be put in at many of the stops. Better lighting around most stops would help, specifically Harrison and Racine stops, Taylor and Halsted, and Halsted and Harrison both east and westbound.
- There is no shelter for the Ashland bus at Taylor.
- Bus shelter needed at Marshfield and Taylor south side of street. CTA 157 eastbound.
- No escalators or elevators at transit rail stations
- very little shelter from the weather at union station bus/shuttle stop
- The #60 route from Pilsen is lacking shelters. The #8 is as well. The Blue line stop at UIC is pretty exposed.
- Most of the commuter bus stops have no shelter.
- Taylor & Ashland
- pickup starts too late at the union station location

- Need bus shelter on Harrison near Halsted.
- Campus shuttle location around the hospital have no shelter
- By student center west.
- There should be heaters at the UIC/Halsted CTA stop, specifically at the Morgan street entrance at street level. There should be more flat screen displays with travel times as well. The main Halsted bus stops, Harrison bus stops and Ashland bus stops on campus should display have led displays to show bus arrival times.
- there is no transit from CUPPA/AEH to central east campus. it takes longer to walk to transit than walking directly
- Timetable at Blue Line is lacking
- There are no audible announcements for bus arrival times at the bus stops at Polk and Wood or the Pink Line Station.
- no
- Transit system is great near UIC. Only barrier is that it is difficult to get to transit from where I live, increasing commute time too much.
- there is no shelter at stop for Harrison 7 going west from 1100 Harrison--also dark/feels unsafe--bus has passed me before at that stop due to darkness, fewer #7 buses (than 60)
- No campus shuttle shelter at Roosevelt and Halsted. Removal of Halsted #8 bus stop at Rochford and Halsted has left me not taking bus to/from work. Campus shuttles schedules should have better coverage, 20 minutes to wait for bus is too long.
- Polk street stop has poor lighting outside of the building. Also the bus stop on Clinton and Jackson does not have adequate lighting.
- insufficient safety, muggings
- School of Public Health not bus shelter
- 900 West Taylor CTA stop doesn't have a shelter.
- The UIC medical district stop does not have any heat locations
- Takes too long, and too expensive for faculty.

- For the semester express, commuter shuttle, intracampus and east side buses, I don't know the schedules of the busses. I know that they exist but the info on what time approximately the bus stops at a certain stop is not available online! And the bus.uic.edu website is not that helpful on figuring out approximately what time the busses will come because it's not easy to navigate. Knowing what times the buses come is like a Secret that has to be passed on from people to people. I wish this info were more accessible because I know plenty of people who would use it
- CTA busses of some routes, e.g. 12 Roosevelt do not feel safe
- Snow is not cleared at any of the bus stops that I use.
- there is no shelter at the corner of Roosevelt and Paulina
- Halsted Street, and Harrison Street,
- adequacy of service in the evenings
- blue line Damen is pretty uncomfortable and scary I bump into patients all the time which means I won't take the el near the hospital.
- Blue Line Medical District station has an extremely long ramp to Paulina Street. It is not shoveled and is extremely dangerous to walk on.
- sometimes for the bus stops on Halsted street, there are many students waiting to get on the bus and the small shelter cannot shelter all of us. Also, in the middle of winter, there is no heating for those who have to wait a long time for a bus sometimes.
- Damen and Polk, bus stop without shelter and poor lighting, southbound stop.
- CTA pink line stop has one way escalators that only go up, in the mornings exiting the train leads to an inevitable "traffic jam" of people trying to file into the stair way.
- Taylor and Ashland
- None of those bus shelters around UIC are suitable for windy weather. The wind can make passengers wet when it is rainy, or cold when it is snowy
- The corner of Halsted and Harrison has no bus shelter and it gets pretty cold there in winter
- (campus shuttle - East/blue) @ TBH, there is a garden fence thing in front of the street where the stop is, making it hard to get into the bus. I also wish this bus had a stop by MRH.
- The south bus stops along Harrison located near Halsted street.
- The CTA Blue Line on Halsted is very challenging, even for users without any disability, because the Halsted bridge is almost never cleared (shoveled, etc.). The platform is also in a general state of disrepair (leaky roof, little shelter). The Morgan Green/Pink station is much better but is a relatively lengthy walk from campus.
- Racine and Roosevelt needs a bus shelter (60 Bus).
- The UIC-Halsted stop is in need of repairs to the facility. There are gaps developing in the walls when rust is taking over.
- bus stop at the intersection of western and Taylor
- On Halsted Street, The busses drive right past you even when the bus is not filled
- Route 157 on the north side of Taylor by SEL requires a shelter.
- there's no crosswalk from one side of the street to the other in front of the Halsted UIC Blue Line stop and people often jaywalk across the street. it's made even more dangerous that the stop is on a curved bridge so it's difficult to see cars coming.
- Unsafe walking from Blue Line Medical Center to COP
- UIC blue line stop
- Harrison and Halsted for #7 & #60, also the stop west of it as well
- HALSTED AND HARRISON NEEDS A BUS SHELTER FOR THE EAST-BOUND 60 AND 7 BUSES.
- There needs to be heating at the bus stops that have any type of shelter. Especially in cold times like this.

- A bus shelter on Taylor and Ashland/Taylor and Marshfield by the School of Public Health would be nice.
- The sleep center bus stop has no shelter and very little lighting.
- The Oak Park Blue Line station is nearly un-usable in winter. Snow is poorly removed from the stairs to the point of treachery. There is one tiny inadequate warming station that needs at least three weeks of service tacked onto each end of the season, and everything is exposed to the arctic winds. (Compare and contrast to, e.g., Cumberland Station, where you can at least wait out of the wind and then head to the platform when you see the train. Try that at Oak Park and neighboring stations, and you'll still run two blocks in the snow and be lucky to time it right. Or make it without killing yourself.)
- 900 Harrison stop doesn't even have a bench
- The stop at Harrison and Racine is sketchy.
- I prefer not to take the blue line after dark from the UIC Halsted stops, and I never take it after dark from the Racine stop. The barrier is safety, I would rather take the bus from Halsted & Harrison to my apartment near Ogilvie than take the blue line and have to walk at night.
- The eastbound 157 bus stop outside of SES has HUGE potholes along the curb. When it rains, huge puddles collect there and drivers splash students waiting for the bus. The puddles are so big that even the inside of the bus shelter gets wet. The eastbound 60 stop at Harrison and Halsted has the same problem, except this stop doesn't have a shelter. There are huge potholes and buckles in the road also at that 60 stop.
- Many bus shelters needed for 8 bus
- All over west campus, there are no shelters at all.
- Bus stops on Taylor and Morgan for 157.
- Ashland and Taylor northbound
- At 900W Harrison and at Harrison and Halsted there is no shelter. When it rains you get soaked, period.

I would take transit more often if...

24. Please complete the following statement: I would take transit more if...

- There were more bus shelters
- The bus stops were more convenient and the buses actually came on time when you need them to.
- Buses ran more frequently outside of rush hour.
- it comes more regularly
- It was a better tracking system and they were on time
- I wouldn't. Under any conditions.
- (a) the wait for transit were not as long, (b) transit were reliably on time, (c) I weren't so spoiled by being able to drive my car and park.
- more frequent, felt more safe on the 12, shelters available
- There were a more direct route to my home.
- N/A
- It were quicker and safer
- it rains or snows
- It were more frequent and reliable
- I take it all the time. It's great. And I know the issues with Ventra aren't your fault.
- it was more convenient (took less time to get from point A to point B)
- cold
- The weather was always colder. I tend to bike when it is warmer and take the CTA when it is colder or rainy.
- it were more comfortable for myself and my child. I will not subject her to the elements that I can tolerate.
- There were better connections to the Green Line.
- More Blue Line trains went towards O'Hare at night.
- the train was clean.
- my work wasn't within walking distance to campus

- ?
- I wanted to
- The commuter shuttle ran more frequently. If you miss the bus at Union Station, you have to stand out in the cold up to 20 min. waiting for the next one.
- I usually have my own bicycle.
- I wasn't a germaphobe.
- I don't take the transit.
- If the blue line was reliable and ran with greater frequency, especially in the morning hours; granted this is not something UIC can impact.
- When I'm not biking, I generally take the pink line to the Polk stop, and then I have to get to the East Side of Campus from there. Depending on what time of day it is, this can be a real challenge. The 7 and 157 buses do not run late into the evening, nor do they run on the weekend whatsoever (this seems very absurd to me) The campus shuttle system is inadequate and the tracking for the campus shuttles is inaccessible on smart phones (at least on my iPhone). If I am on campus later than 9 or 10 p.m., I therefore have to take the 60 bus home (I live in Pilsen). This bus unfortunately only runs about every 20-30 minutes, and once I arrive in Pilsen, I have to walk about 10-15 minutes to get to my apartment. 15 minutes is not an especially bad walk, however, my neighborhood is poorly lit and not especially safe late at night (especially given the fact that I am a young female and travel to and from campus alone). If I were able to get to the CTA Pink Line in an effective manner, then I would only have about a 3-minute walk home after getting off at the 18th Street stop in Pilsen.
- I felt safe. I also prefer to use my car when it is freezing outside.
- I had a broken leg.
- There was more frequent bus and Metra service outside of rush hour.
- it were more frequent. Busses take way too long. From my home on the north side (Devon and Western) it takes me on average 1 hour and 15 minutes to 1 hour 30 minutes to get to campus with the CTA (bus + train). Driving takes me 30 mins to 1 hour depending on traffic. This plus the fact that the bus fare costs just as much as 1.25 gallons of gas (more than enough to cover my driving commute), there is no incentive for me to take transit.
- I take as much as possible - mainly if I have to work late I drive because I feel not safe and scarcity of trains/buses.
- (a) trains ran more frequently, (b) train arrival time information were available and accurate
- ...if the bus drivers (of an empty bus, by the time it reaches me) didn't tell me "not to board yet" because he "needed private time" and was "about to go on break anyway." When this happened, I simply walked from SCE to West Campus.
- The buses were accordion style because many of the dormers take the CTA bus instead of shuttle so we get left out on the street due to overcrowding
- I don't have a choice because I do not own a car.
- I could walk to the L train rather than take a bus to the Orange Line, then transfer at Clark/Lake back to UIC. I take CTA when the winter weather makes driving impractical/dangerous/difficult.
- I take it daily when the weather is bad
- The 8 bus ran more frequently in the evening
- If were more affordable to do so.
- I didn't have to wait forever for the Pink line at Washington/Wells. Seriously...
- there were more frequent buses.
- the transit system was more reliable and the service the was better and the passengers did not have to wait for 10 minutes in the open CTA stations, and if there was better transit for the suburbs that did not involve taking 4 different modes of transportation to get to campus
- The buses ran more regularly.
- the Campus shuttle had a more frequent schedule or was easier to track.

- It was safer, hygienic, properly running on time, less congested, and less traffic due to constructions such as more bike lanes. Although, bike is a seasonal thing.
- I always take transit
- There were buses more often in the evening.
- It was there when I needed it to be
- the buses will come more frequently
- I didn't have a personal folding bicycle, or couldn't use it for some reason.
- it were safer at night. In the winter it is dark at 4p.
- If more reliable, consistent and frequent. The Metra Shuttle Buses should also accept passengers between campus. It is frustrating to see Metra Rush shuttle buses pass that are empty going from East to West Campus or vice versa but will not stop to pick up passengers.
- The buses came at reasonable intervals
- more stops for the train shuttle
- the commuter shuttle had more frequent times and picked up/dropped off at 2242 W. Harrison
- I lived closer to campus.
- Buses came more frequently.
- Shuttle from south campus to Blue line and LaSalle station
- N/A - use transit every day
- NA
- I lived closer to campus, or if travel required less changing between bus/train routes.
- It ran more often.
- It were more reliable and ran more frequently. The buses get so packed during rush hour that I often have to let several go by because I can't get on. Additionally buses run too infrequently in the night. If I know I have to be on campus until or after 7 I dread it because if class runs over I have to wait over 30 minutes for a bus, often in the dark by myself.
- I didn't have children's schedules to juggle with
- There was a clearer system for taking the intercampus shuttle. The online system doesn't seem to work well, so I never know when it is coming, and so I have to use the 7 CTA bus instead, which isn't as convenient to other parts of East Campus.
- if trains ran more often
- The UIC shuttles ran more frequently
- it required minimal walking
- it were faster
- It had a reliable, frequent schedule and I could know exactly when it would arrive and depart.
- Better shuttle tracker app (see 23).
- if the Taylor street buses came around more frequently. If I miss a bus, it is inconvenient for me to wait another 30 minutes for the next one. It is also inconvenient that the 157 stops running at east bound around 7pm because that means I have no bus to take me back home.
- I felt more safe.
- I almost always take transit. I drive rarely and regret it immediately when I do.
- READ THIS: My mode of public transportation would be the Rock Island Metra line which comes into the La Salle Street station. Yes, the pink line is in the vicinity (1-2 blocks from the train, with safety at night again being an issue there). SO WHY IS IT THAT STUDENTS & EMPLOYEES are not afforded "free shuttle bus service" as provided to those who use Union & Ogilvie Stations??? They have CTA shuttle & bus service that can bring them to campus! Why should I have to pay extra for the Pink Line? The voucher system is flawed in that it does not accommodate those who might work after/before rush hour. Free Shuttle Service should also be afforded to those who use the IC and South Shore Commuter Railroads. The lack of UIC free shuttle service has a negative impact on those who reside in the South and Southwest areas of Chicago & surrounding areas.
- It came more often
- I did not have to wait a long time for the bus.
- it didn't smell like wet dog

- the buses arrived in a semi-predictable interval
- It would stop closer to my destination.
- the buses ran more consistently/frequently (sometimes there's a 20 minute wait in between)
- N/A
- It was faster
- I would enjoy my experience on the West side of campus more if there was a bus that ran on weekends, connecting the student-heavy Tri-Taylor area to the East Campus as well as the medical center. The 157 is extremely useful and used during the week, but on weekends, the area between Roosevelt and Jackson is nearly cut off from transit without at least a .7 mile walk. Weekend access on the #7 or #157 would be idea.
- the UIC Shuttle was quicker/more consistent
- Accurate transit trackers, 24 hour service.
- lived closer to campus
- It was generally more pleasant. It's not a barrier that the UIC CTA stops are ugly and unwelcoming spaces, but I think it could encourage commuting to invest in making it nicer.
- N/A
- it were safe
- UIC shuttle buses ran on a fixed schedule. This is huge.
- will be more safety for example police or some security on blue line train stop.
- it was cheaper and came more often. Why raise the prices when you're not going to improve the service?
- I take transit every day.
- the commuter school shuttles run more frequently
- the blue line ran on time
- It ran more consistently and arrived on time, also if it arrived to campus not already full from rear to front.
- --
- Already use it as often as I can.
- It wasn't so crowded and on time.
- It went where I needed to go.
- I take public transit or the shuttle when the weather is bad or its too cold to walk.
- The trains ran a little more frequently ; there was a discount for riding the CTA
- I could get credit for not using parking lot on days I take transit. Need to drive 40 - 60% of week; having to pay 100% monthly parking is a disincentive to taking transit.
- The schedules were more easily available and shuttles were on time more often.
- I knew when the buses/shuttles were coming
- it was safer from my home.
- It wasn't as slow/unpredictable/crowded - Rapid Transit Bus on Ashland hopefully will make it better.
- ...it were safe
- there was an operator in the middle of the train in addition to the driver of the train in the front. Since the CTA stations are typically set up where you can enter and exit from both ends of the station, it is not only inconvenient but also unsafe to ride during non-rush hour times. Safety on the train and the platform are an issue, whether you have to walk the platform or sit at the end of the train where there is no train conductor.
- I take transit every day, couldn't use it any more.
- It was faster and closer.
- The weather prevented me from biking
- I did not have to wait for the bus in the cold
- If the Commuter Shuttle drivers would pick up commuters at Morgan & Harrison. They sometimes protest if you do not get on at the train stations, but some commuters live in West Loop/West Town and need to commute to the Hospital.
- it was cheaper
- It was safe and reliable.
- 157 ran more often.
- If it were more on time, clean safe...
- ...I felt safer on the elevated system.
- I take it every day for the most part.
- The Commuter shuttle is a great bonus for everyone using Metra. In the evening, the

last stop in front of SEC increases the time it takes to get to both commuter stations. I always see people running to catch the train. If it would be possible for that stop to be moved to the corner of Harrison and Halsted it would probably save 5-8 minutes and gas for UIC.

- Shuttle to train stations ran more frequently
- There were more buses running during the rush hour periods so that there wasn't a long wait if you just missed one and the buses weren't standing room only once they arrived.
- My Ventra Pass actually worked
- There are more available transit in the evenings and nights.
- on every CTA train there was a police officer.
- winter was even longer.
- Faster. Clean. CTA trains slow and dirty.
- I did not have to make 2 transfers from where I live (time issue)
- n/a
- have good shelter in winter, heat lamp etc.
- It was reliable, clean, and safe
- The shuttles ran more frequent and on a regular schedule.
- I did not need to transfer to get to my house.
- it was safer and more convenient.
- Like CTA have message board on UIC campus stop to show when next bus arrival or departure. Some students don't have or don't know about smart phone apps. The UIC shuttle tracking system is SUCKS and does not mobile apps comparing to CTA or other application developed or exist out there.
- if it weren't easier to walk to school
- IT COST LESS.
- taking the Red line and changing at Jackson was not a nightmare morning and evening. It seems like every day there's aggressive begging, the threat of physical harm and constant pestering. It's a real drag and it's the reason I drive when I can. Safety and peace of mind is the issue for me.

- Would like to see at 4:30 pm commuter bus starting at the hospital. This would ease the crowding on the 4:40 pm bus.
- more reliable
- there were more stops in the area where I work. Many stops were eliminated a few years ago. There are also fewer stops on the East side. I can't always get off as closely to the location I need. Same with the return trip. A display map should be posted in Student Center West so staff can easily see where the campus bus stops are.
- to and from work if it was faster, but it is about twice as fast for me to drive.
- Depending on one's geographical location, public transit is really not an option for all kinds of reasons. I like public transit for those who like to use it. For those for whom it is not feasible, please remember the cars along with bikes and transit.
- I lived closer
- Well, it's just faster to bike. In really bad weather I would take the bus, but in really bad weather the bus is slower than walking.
- I have to take it every day as a commuter, there's no other option.
- 1. It were more frequent. 2. Arrival times were accurate so I can time my walk to the stop
- The buses weren't so crowded in during my travel time.
- It wasn't filthy and on time.
- Schedule pickup/drop-off times were clear
- there were more stops and it would run more often
- the UIC bus tracker was more useful
- lack of evening service to Union and Ogilvie
- There were more buses connecting my home to L stops.
- it took less time
- I didn't already drive to work.
- well, I take it at least 3 days a week, I'd prefer NOT to have to transfer
- the UIC Shuttle Tracker was more functional.

- Cost was cheaper for CTA. Campus shuttles ran more frequently during day.
- I wasn't fearful of getting robbed, sick
- Operated more often
- Bus waiting times were shorter.
- The campus shuttle was more reliable and convenient. Frankly I think the campus shuttle is useless and I end up having to pay for a CTA bus pass every time I go to the west campus from the east campus (multiple times a week). As an alternative I pay for a Divvy bike membership and ride a Divvy bike. I object to having to spend my own money to commute to the west campus for official university business--but that's what I have had to do for years now.
- It were cheaper, more frequent, and I had a smart phone that would tell me where the bus was.
- It were faster, as public transit is in major European cities. All transit options in Chicago are incredibly slow.
- The campus shuttle was running every day and at the specific times it says it should be.
- For the semester express, commuter shuttle, intracampus and east side buses, I don't know the schedules of the busses. I know that they exist but the info on what time approximately the bus stops at a certain stop is not available online! And the bus.uic.edu website is not that helpful on figuring out approximately what time the busses will come because it's not easy to navigate. Knowing what times the buses come is like a Secret that has to be passed on from people to people. I wish this info were more accessible because I know plenty of people who would use it
- I was more mobile physically
- It came near my building and was available more frequently
- the campus shuttle had a more user friendly app (tells you how many minutes from your specific location)
- it were more reliable and timely
- It were faster
- The buses could accommodate more people
- there was a better connection between the northern suburbs and UIH. too many connections to head in from Lakeview.
- the city and suburban rail systems were truly integrated (time wise), clean, safe, and quiet.
- more reliable - i.e. on time performance.
- The transit vehicle is my car ;)
- They were faster.
- There were more frequent bus and trains available. also if there were more info or accurate info on bus and train times.
- More than one CTA line (other than pink) had a closer stop.
- Na
- the trains ran more regularly at night
- the bus stops were more protected from winter conditions
- less black men rode it. The big ones scare me sometimes.
- All stops had shelter
- Bus service was more reliable. The Harrison and Taylor buses are constantly late, and then often 2-3 buses will show up at the same time after 30 minutes of waiting. Bus bunching and scheduling needs to be addressed.
- The 157 bus ran more often.
- the 157 bus ran on a more consistent time schedule
- It ran more often.
- Our Ventra cards were valid when we are in session.
- The buses were more frequent/on time. Also if the route 8 buses were the double-length ones.
- CTA trains were more reliable
- I weren't a vulnerable woman
- Buses weren't always at capacity
- HALSTED AND HARRISON HAD A BUS SHELTER FOR THE EAST BOUND 60 AND 7 BUSES.
- All I take is public transportation
- I didn't love riding my bike so much.
- There was a better way to track the UIC shuttle.

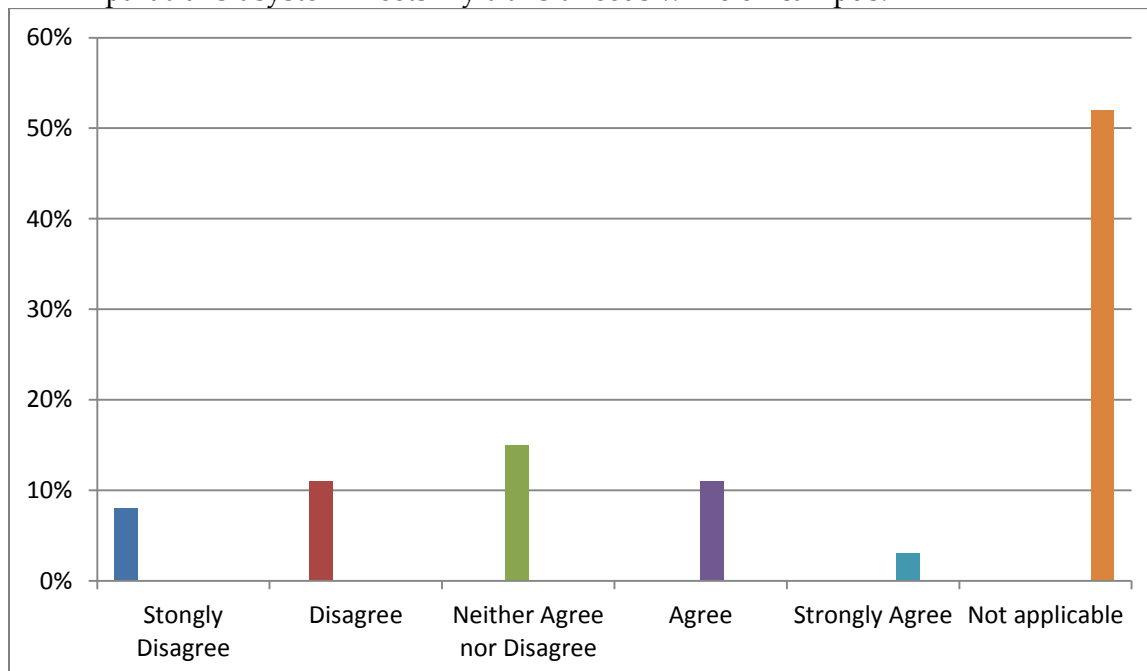
- There were any creature comforts at the southern blue line stations.
- I wasn't waiting three buses in to ride. Packed like sardines!
- I felt safe at night
- The CTA didn't suck. Often it is quicker to walk. The 9:10'ish 157 bus down Taylor is often PACKED on Tuesdays and Thursdays and doesn't stop at all because they can't fit any more passengers.
- UIC shuttles would circulate more often
- I weren't so afraid of the blue line at night
- the tracking system for the campus shuttles was working more often than not and that includes the trackers on the buses. Also, a set schedule would be helpful to provide for all riders. Reliability for those buses is also huge because if the tracker is not working and no bus ever arrives, who do

we even complain to about the bus never showing up?

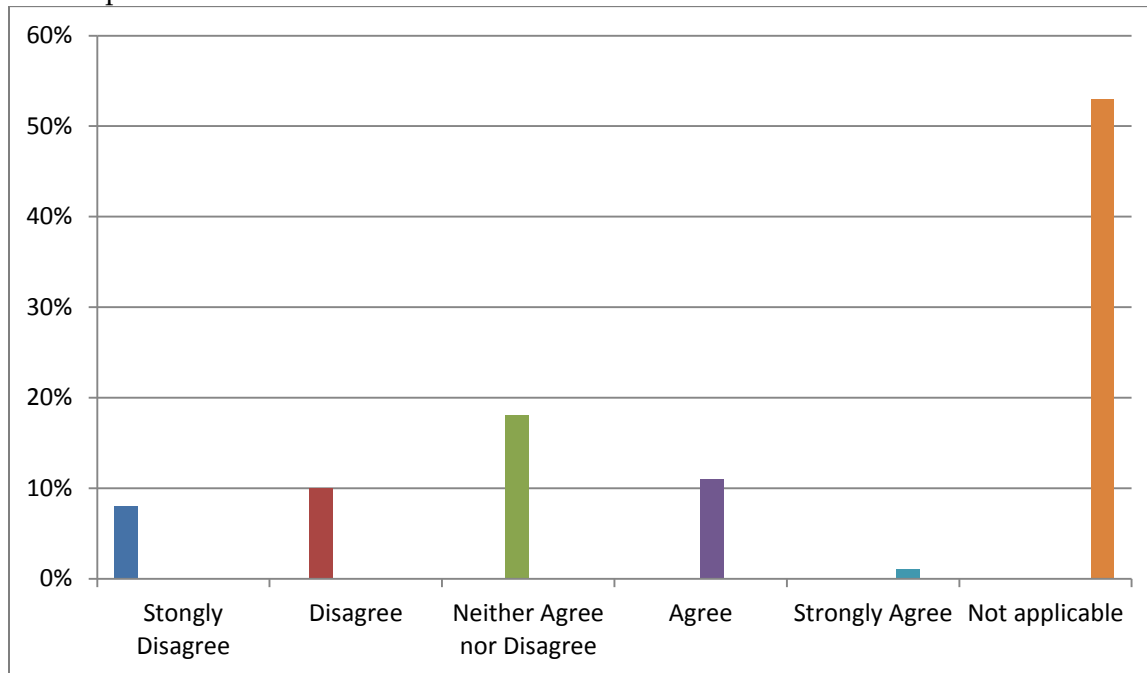
- The commuter shuttle actually operated at times that were convenient. I'm convinced that it doesn't exist. I have never seen it before. Busses should take students from campus to Union Station and Ogilvie as a shuttle service all day long. I would definitely take that bus.
- The bus stop for eastbound buses at Halsted and Harrison needs a shelter.
- THE BUSES CAME MORE OFTEN
- there were more frequent trains/buses.
- the 157 ran later
- It was reliable
- n/a
- The frequency of 157 is more
- There was an easy/reliable way to check the bus times

Paratransit

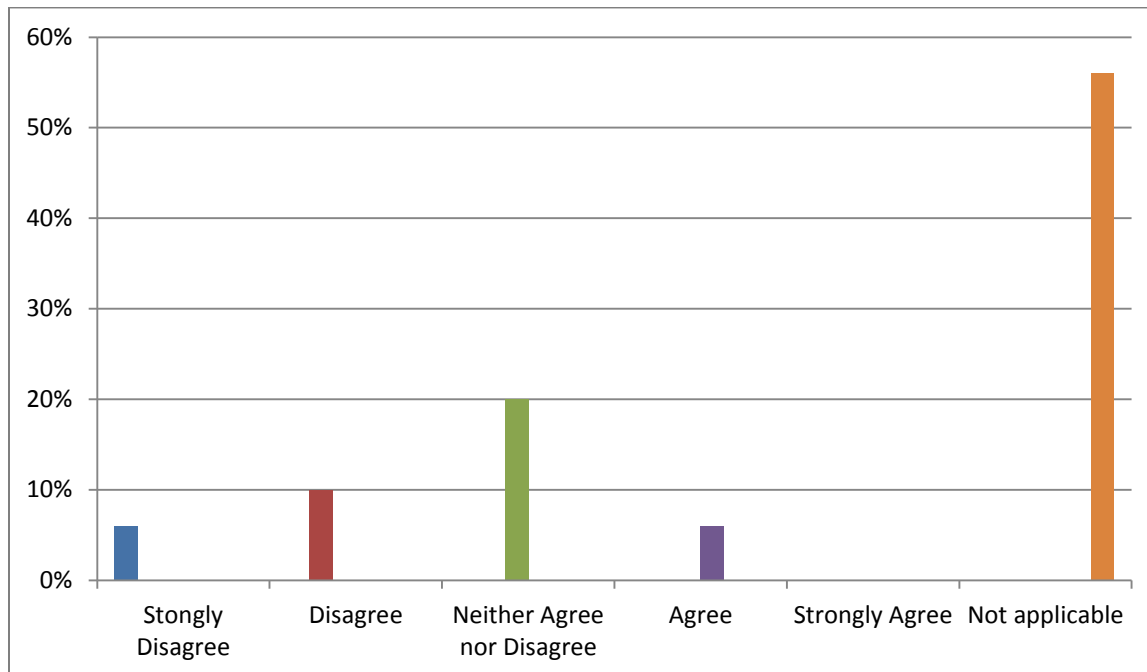
25. Please tell us whether you agree or disagree with the following statement: The campus paratransit system meets my transit needs while on campus.



26. Please tell us whether you agree or disagree with the following statement: The paratransit routes and schedule are convenient for me.



27. Please tell us whether you agree or disagree with the following statement: The campus shuttle system and the campus paratransit system work well together. It's easy to transfer from one to the other.



28. If you use the campus paratransit system, how can it be improved to meet your needs?

How to improve campus paratransit

- Make the times and listings of the buses more accessible, how do we know whether a bus has just passed or if it is running late?
- update the shuttle tracker provide more shuttles
- I do not know how the campus par transit system works.
- Sorry, I don't know.
- Need clearer published schedules and stops and also more frequency! I really want to take the campus shuttle system, I have no idea how to use it, where to get on and I know it takes 30 minutes for it to come around!!!
- I would like more information about routes and times. I never know when they are coming or what the routes are.
- Faster arrival times by busses. busses are always stalled or late.
- Inform students about routes, schedules/ expand services
- N/A
- Occurs more frequently; shuttle tracker is great though!
- none
- What is the campus par transit system - I have no idea.
- I didn't even know there was a campus par transit service. And I wouldn't be able to tell you what the campus shuttle covers and the schedule. Both should definitely be better publicized, with more information on how to use and the schedule. Maybe there could be a smart phone tracker for these shuttles? For a while I was walking to campus from Ogilvie Transportation Center. I saw UIC shuttles going by a few times, but it took a lot of searching on the internet to find information about shuttles and I still felt confused about where and when I could use them, so I never ended up taking them even though I'm pretty sure they picked up close to Ogilvie. I just couldn't find the information readily accessible telling me how to use it. Now I take the Green Line to campus and walk from Morgan. I'm not sure what the feasibility or demand for this is, but it'd be great if the shuttle could pick up here, too.
- If so, believe it is adequate
- I actually don't even know what the par transit system is.
- DNA
- n/a
- I have no idea what the par transit system is.
- NA
- I don't know what par transit is, but the shuttle is terrible because one of the main reasons to have it is for people to get from east to west campus and back. There should be a line that goes straight east and west. But this is very hard to do currently. So I now take CTA for this.
- This is not defined and confusing.
- don't use
- I do not use par transit
- having a route on Harrison St. from Polk
- The intracampus shuttle is unreliable.
- It's fine
- By having an app that can locate the buses and tell u how long until it arrives at ur stop, just like the CTA bus apps. As well as having them run more often.
- Have maps that show WHERE the buses go...because besides around the corner, I have no idea where they're taking me / where they go.
- Not applicable.
- longer hours and larger range
- If you mean CTA, it needs the #7 more often.
- the commuter shuttle had more frequent times and picked up/dropped off at 2242 W. Harrison
- I am not sure what is meant by par transit system vs campus shuttle.
- I use it very occasionally to go from east to west campus and vice versa. Too long waits ...
- Frequency should be every 10' rather than every 20'

- International visitors cannot use the para-transit system
- n/a
- n/a
- Buses are always 30 minutes apart, better off waiting for the CTA. Not sure where the stops are exactly or what route the bus takes. It would be helpful if there was a campus bus tracker and route map. I would definitely use it more often if that was available
- Not enough campus shuttles serving east and west campus, lack of accessibility of a night shuttle to Metra station from RRB building, and no morning shuttles that stop close to RRB building
- N/A
- not have the bus drivers stop on a route for their break
- MORE SHUTTLE, PLEASE. NO SHUTTLE DURING DAY TIME.
- If by 'par transit' you mean Red Car, I don't know. I had very poor experiences with it in the past, but that was when I did not have a cell phone and was left, stranded on East Campus, late at night, during a rain storm. However, that was more than ten years ago.
- I never know when the campus par transit system comes, so it would be good to have accurate times of when and where it shows up. It's always a surprise to me.
- the commuter school shuttles run more frequently
- --
- I would like to have a campus shuttle service from far parking lots to my building - I don't think that UIC has this - Rush did and I felt safe traveling around campus at any time of the day or evening hours. I sometimes have to work long hours and cannot afford to pay monthly parking and then move my car closer to my building and pay another parking fee.
- More frequent pickups.
- I don't know much about it.
- Don't even know what par transit is.
- It is not easy to understand the routes, e.g. intra- vs inter- campus shuttle system. They vary GREATLY depending on the time of the day, day of the week, and month of the year !!!
- Am assuming that by campus par transit you mean the shuttle to the Metra stations... I prefer the older busses as they have more seats and are easier to get in and out of.
- Honestly, the campus shuttle is terrific, you guys do a GREAT job, thank you and all the drivers for all that you do for us. My only wish is for an extra bus or two during the peak times (8:00am and 5:00pm) and move the Student Center East stop one block north to the corner of Halsted and Harrison so we can continue straight down Harrison to the cut down on travel times (plus you'll save on fuel and wear and tear on the buses). But most importantly, keep it free, free, FREE! I'll happily deal with crowds if I have to as long as it's free to the commuters. Again, thanks for providing this service to the commuters for free. It's a benefit that saves each commuter up to \$1,250 per year.
- It needs to be more frequent
- More frequent schedule
- N/A
- What is the campus par transit system?
- I don't feel comfortable nor do I feel like I can rely on the par transit system.
- Is par transit the intercampus shuttle??? If so, I would use it more often if I knew the schedule.
- It is helpful to know the times at all stops that the buses can be expected. It would be nice if the commuter bus had a stop on South Campus, near Halstead and Roosevelt.
- n/a
- the commuter shuttle gets crowded, I do not know if we need to increased frequency during rush hour or we should have optional shuttle service with fee based service during rush hour

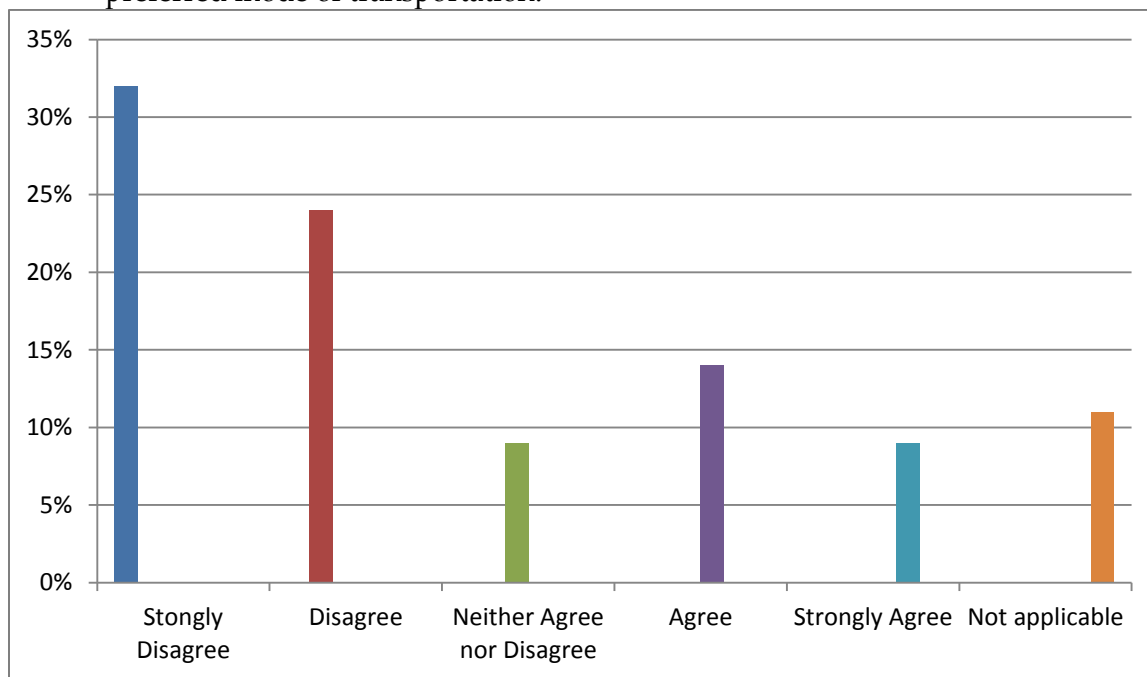
- I used to use it. I think that the scheduling makes it difficult to plan anything spontaneous. Drivers will not go outside the boundaries of campus (makes sense but it's still difficult to get around within that area), the par transit system seems to be a way to segregate people with disabilities from the general bus system since in my experience the regular system is NOT accessible. When I used to complain 9on behalf of friends and loved ones) they basically told me they should take par transit..... right???
- I stopped taking the campus par transit system because it was not dependable. It didn't come very often. I haven't used in a few years because of that.
- see Questions 28 and answers
- The biggest thing would probably be to improve the bus map, especially if you could get a smartphone app (Translocate is one that other universities use). The site always seems to be down when I try to access it and it's a nightmare to navigate on a smartphone. Other than that, the buses don't come often enough so I end up walking home even when I don't think it's really safe to do so.
- MORE FREQUENT SHUTTLES.
- The drivers throw passengers around, heavy braking and make me feel sick. Drive carefully and easily. The drivers always seem pissed off and unhappy.
- Working tracking system
- This is for campus shuttle system - the route are not conducive for my needs. I end up losing a lot of time if I take the shuttle.
- I only take the commuter bus from and to Union Station.
- I have no idea what the difference between the par transit system and the campus shuttles is. I do know that there are buses that run between and around East and West campus, but I rarely take them because I don't understand which ones have what routes.
- There could be increased frequency of the shuttle buses
- Getting from the Metra stations and back takes very long time mainly because of the scheduling. Traveling by Metra and then getting to West campus is very long
- I work an early shift and need to be at work by 7:00 a.m. The par transit doesn't start running until 7:00 a.m. I finish at 3:00 p.m. and the par transit doesn't start running until 4:00 p.m.
- It needs to be running on the coldest days of winter. The drivers need to stop at all the stop to pick up students. The buses new to be running early in the morning when they say they should be. All buses should be interactive with the "UIC shuttle" app.
- For the semester express, commuter shuttle, intracampus and east side buses, I don't know the schedules of the busses. I know that they exist but the info on what time approximately the bus stops at a certain stop is not available online! And the bus.uic.edu website is not that helpful on figuring out approximately what time the busses will come because it's not easy to navigate. Knowing what times the buses come is like a Secret that has to be passed on from people to people. I wish this info were more accessible because I know plenty of people who would use it
- Have no idea what you are talking about. Post information on how we can access this system.
- On time. Better tracking.
- Clearly displaying schedules/estimated arrival times.
- Campus Shuttles rarely show up on the map and never arrive at the same time. I've been late to class several times because Campus Shuttles are so unreliable.
- During certain times of day, open the commuter bus to all stops.
- I have no clue what the schedule of the campus shuttle is. This isn't really shared with grad students... maybe part of undergrad orientation?
- There should be more info about the par transit (I am not sure how to use it and where it goes/stops exactly)

- I never know when/if it will stop. I don't know anything about it. So I rarely take it
- Take students back to Union Station
- Not applicable
- Add more
- More hours
- More frequent buses and a permanent route down Taylor to west campus.
- Better quality busses
- Please see above.
- Run more frequently

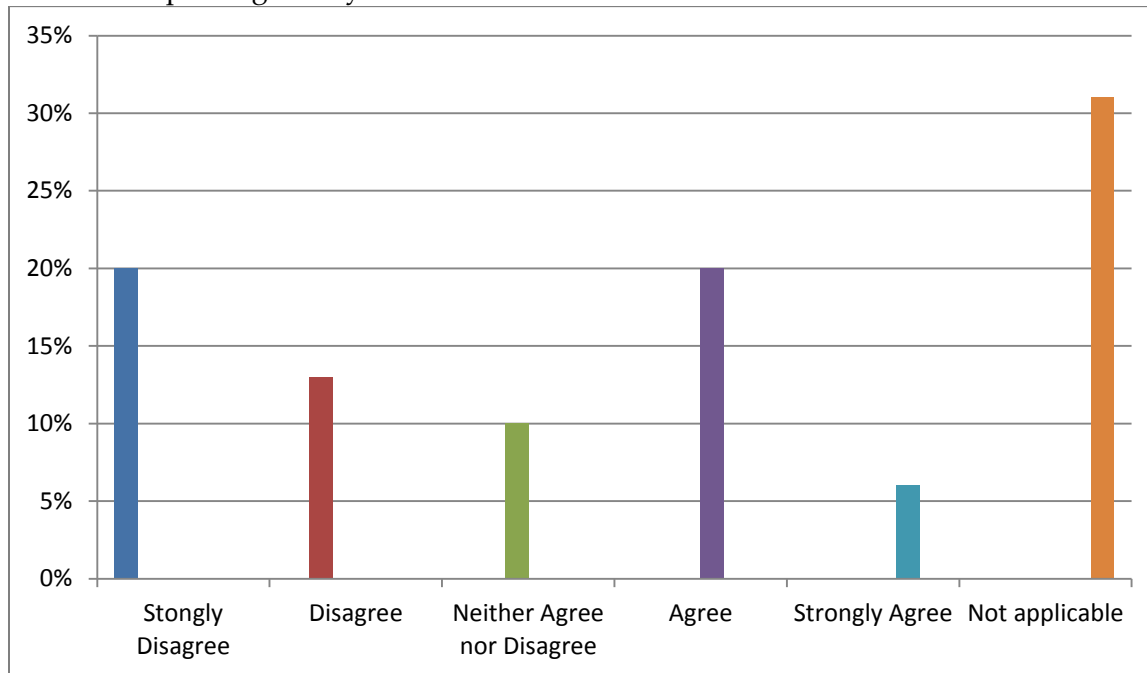
- It would be helpful to have a UIC shuttle from the Halsted Orange line station. The number 8 bus is always extremely crowded and I have missed class because the buses are so packed I have to keep waiting for the next bus.
- n/a
- have better times when the bus arrives. also bus tracker app for the iPhone and not only android.

Driving

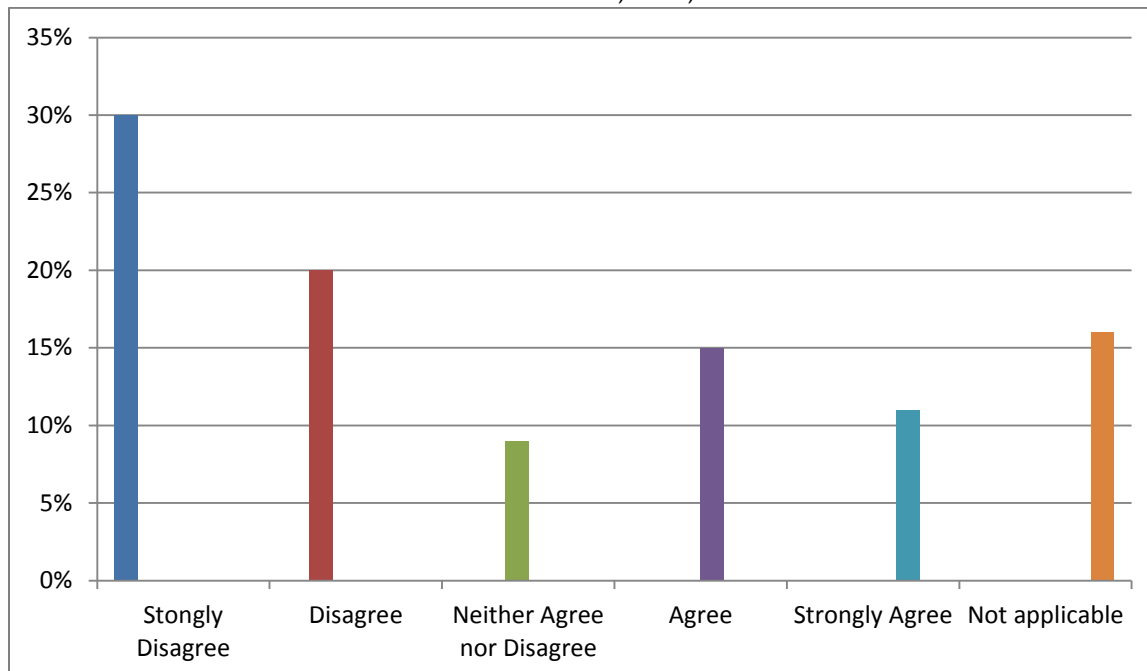
29. Please tell us whether you agree or disagree with the following statement: Driving is my preferred mode of transportation.



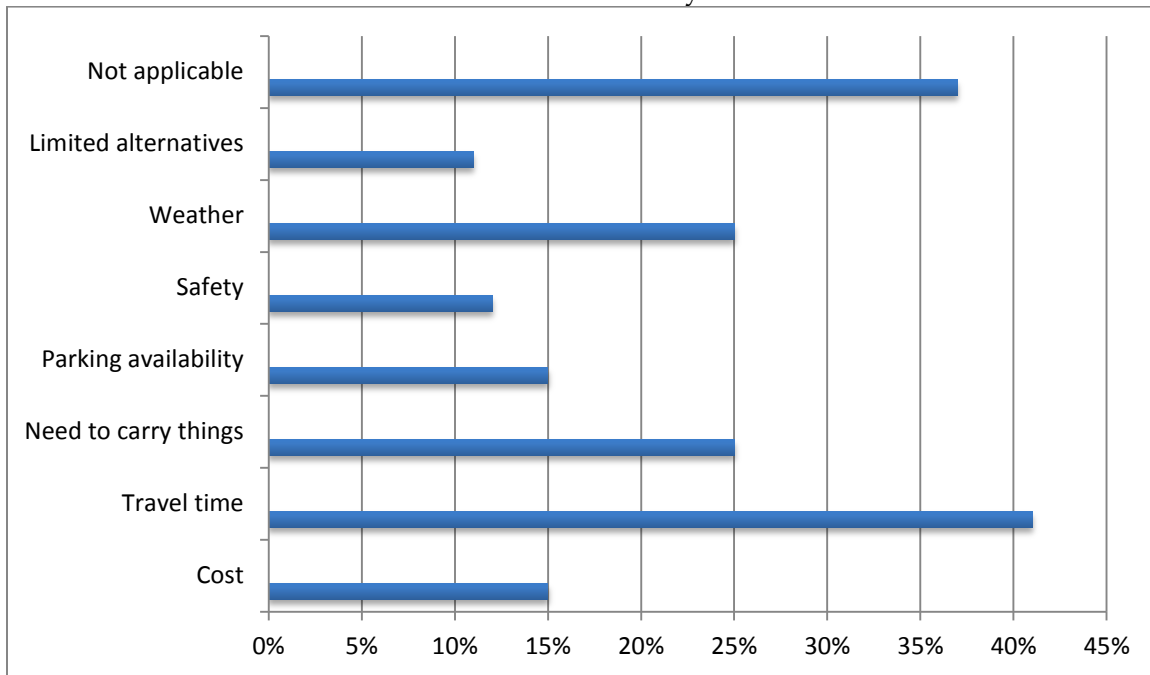
30. Please tell us whether you agree or disagree with the following statement: It is easy to find parking for my vehicle at UIC.



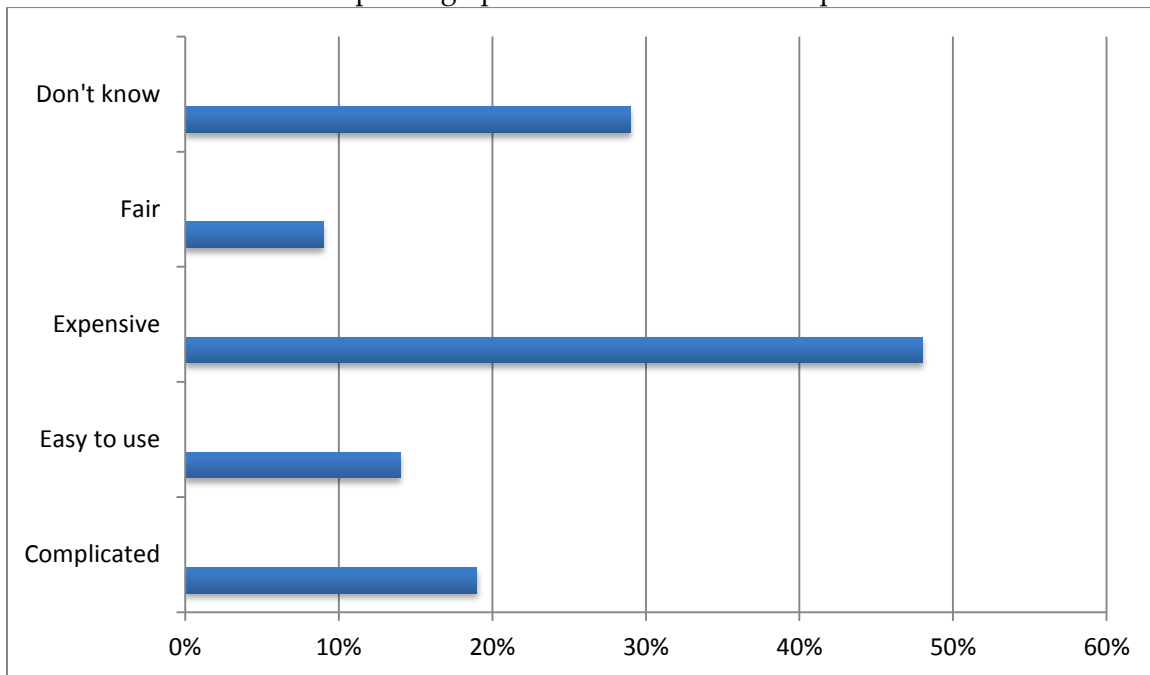
31. Please tell us whether you agree or disagree with the following statement: It is more convenient for me to drive than to walk, bike, or take transit.



32. What are the two factors that most influence your decision to drive?



33. Please describe the parking options for vehicles on campus.



34. If you drive, what would encourage you to drive less?

I would drive less if ...

- More Bike lanes
- Except in the very coldest weather, I'd walk much more around campus if (a) I had more time and (b) I felt more safe.
- better campus shuttle and transit frequency/better shelters
- more shuttle routes between University Village and the west campus. Revise some of the routes or include more routes
- A direct route from my home. Also additional information about campus shuttle routes and times.
- Better and faster transit
- Better weather and faster transit system...driving is an issue of efficiency.
- weather
- Cheaper fares and transportation on campus.
- fewer parking spots
- N/A
- higher parking fees
- More frequent commuter shuttles going to/from the train. My commute to the western suburbs takes 1.5 hours without train service issues and late shuttle buses.
- teleportation
- If travel time could be reduced
- My lifestyle isn't compatible with using other modes of transportation. I have too many obligations during the day and travel by car is the best mode of transportation for me to get to my appointed destinations.
- I normally only drive 2 or maybe 3 times a month. Usually it is because I need to bring more to campus than I can bike or take the Blue Line with (my department often hosts events for students and I bring supplies). This January however I did drive several times just because of how frigid the temperatures were.
- I am a part time student. I would drive less if U-Pass was included in tuition. I would continue to drive to night classes for safety purposes.
- I only drive when I have to work off-hours, or when I have to attend an off-campus event.
- Travel time. If any mode of transit would be almost fast as driving, I would strongly consider not driving. But currently my commute would be twice as long if I did not drive. I have considered biking to UIC, but there are no dedicated lanes from far north (Devon and Western) to UIC, and taking the LSD trail takes too long.
- I already drive as seldom as possible due to the cost and the location of parking which is not convenient anyway.
- (a) more frequent transit (esp. Metra and buses) in the middle of the day and after pm rush, (b) easier accommodation of heavy items (such as large suitcases) on Metra and buses
- If I lived closer to public transportation options, and/or if I lived closer to campus (and could bike).
- Better CTA service. If I work late, buses to and from Midway do not run late. I have to transfer at Pulaski onto the SLOWEST BUS IN THE WORLD, the 62 Archer Bus. Waits up to 30 minutes in the evening. AWFUL. And the Pulaski Station is FILTHY. PIG STY.
- I drive part way, take the blue line, and walk. I do it to run my car a bit every day so it does not break down. The CTA bus is annoying to wait for and moves very slowly. Plus there is ample free street parking at Western and Van Buren (and I live just a few miles north of there), so it just makes it more convenient for me to drive rather than take the bus
- Expansion of the 8 Halsted bus frequency and a bus shelter at Halsted and Harrison
- N/a
- Cost of Parking
- I drive about once a year.
- shuttle to the pink line
- more stops for train shuttle

- more frequent commuter shuttle times and stops
- the travel time and the cost
- Living closer to campus.
- shuttle to LaSalle station that drops off at South Campus
- N/A
- more frequent shuttles
- As mentioned previously, more convenient routes between where I live and UIC. Currently when I use public transit, I walk several blocks to Red Line, ride downtown where I transfer to Pink line and then disembark at Polk station. Also, less crowding, less waiting time, and more available seating would be an incentive.
- More frequent CTA runs.
- Living closer / older children -- which may happen in a few years
- free shuttle more frequent
- more regular train service UIC designated bus from Lincoln Park
- Campus and hospital shuttle system
- n/a
- faster transit
- More frequent shuttle from Metra to UIC. Also, would need a later shuttle as I often need to work at home in the morning and then come in later. There are no shuttles later, so it's easier and quicker to drive. I would drive less if I didn't have to pay a big chunk of my paycheck for a spot in the parking lot by my building. It costs too much to pay for parking and then also use public transport frequently.
- cost of parking
- Increase frequency of buses
- Question 33 - continued: Parking Options for vehicles on campus: A. For employees, parking is not conveniently located or allocated!!!! It can be too complicated trying to get into a lot!!!!!! C. Not used to paying for parking - suburbs are typically free! D. SEE MY COMMENTS ABOVE under TRANSIT !!!!!!! E. Free UIC shuttle service for Rock Island Metra Commuters!!!! Equality for all Metra train commuters.
- Safer walking route to CTA
- more scheduled free shuttles to west campus. I generally arrive after the last current shuttle.
- Living closer to UIC
- wings
- N/A
- more shuttle times and extended shuttle times from train to campus
- PARKING FEES
- Better weather
- I think very little could encourage me to drive less. The parking process at UIC is embarrassing. It's both incredibly expensive - for monthly and daily rates - and convoluted. Many people I know do drive, and work on campus. However, their assigned parking is far away from their work spaces. I think it would STRONGLY behoove UIC to audit the assigned parking spaces/locations in regards to the geography and work schedules of their employees. Specifically, the Library of Health Sciences lot behind the building. It seems that the people assigned that lot work in the hospital. I strongly believe that workers in LHS Chicago and Human Resources should get first priority for access to spaces in that lot as it is immediately adjacent to it. Moreover, it should be much easier - or at least POSSIBLE - for extra help or workers with offset schedules (nights, weekends) to obtain parking in that lot, rather than have to walk over half a mile in conditions of varying degrees of safety (nights/poor weather conditions, etc.)
- Survey is rather confusing as I don't know whether you are talking about transportation just on campus, or our preferred mode while on campus. I would drive less on campus if I had enough time between meetings to get to the east side of campus. Normally I walk when my destination is within a mile.
- Improved bicycling infrastructure.
- More shuttle hours to Metra

- Better, faster, more frequent, more predictable transit options, especially between east campus and west campus.
- Nothing that I can think of.
- If I lived closer to public transportation.
- Better CTA service from Northwest side to campus. the Pink Line is a disaster for me.
- The location of my residence dictates that I have to drive - Public transportation is not easily accessible by my house.
- Better campus shuttle system.
- --
- If the blue line stop wasn't so far away from the lecture centers and if they would finally complete the construction on Harrison and Morgan.
- Weather would allow me to use my bike more. If the UIC buses went there I needed to go.
- If the CTA trains were more frequent and the outside waiting areas weren't cold ; I prefer NOT driving in bad weather.
- Getting credit (reduction) of monthly parking withholding for days I don't park.
- Carpool if other people's schedule would fit mine; an incentive not to drive as much
- I drive in when I can't find parking at park and ride lots near my train line.
Implementing the park and ride pre-tax deductions (like paying for transit and on campus parking) would help me afford a monthly parking pass at the train station and drive to campus less.
- If I could take safe public transportation I would.
- Better CTA service
- lower cost of rental bikes, theft prevention at bike racks,
- I only drive as a last resort
- Safer CTA trains.
- Safer crosswalk at Harlem stop on Blue Line
- More frequent and faster transit
- n/a
- I don't drive to UIC
- Alternatively, I take the Pace bus from my home, but to catch the latest bus into the city, I leave my house at 6:45 AM - I'd like later options into the city so I can help get my kids up and ready for the day
- place to stay warm while waiting for bus home.
- Frequent reliable shuttles between east and west side; improved safety on CTA trains.
- matter public transportation, faster on time trains and buses!
- I already limit my driving to the minimum, which impacts my academic performance. Parking options are horrible and very expensive (i.e. parking at the UIC Pavilion parking ramp). I am a registered disabled student, and it is very difficult to find parking accessible to the Disability Resource Center.
- Arriving on the west campus after 9:00 am one often finds most parking lots full. There is insufficient parking for the number of employees and visitors!!
- nothing. I need to drive. I wish there were more parking options.
- I rarely drive, but it would be good to have an easy solution for staff that only need it occasionally.
- -Employee showers and changing rooms around campus (east and west) so that if I bike, I can clean myself and change into work clothes -More bike racks to park my bike. -Protected lanes along Roosevelt Road (preferably through my whole route, but if only
- More frequent shuttle service to Union Station
- Transit incentives would make a difference. I tend to drive more in foul weather because I don't want to deal with standing outside in rain, snow or cold, but if there was a monetary or other benefit incentive to those who choose to take transit instead of drive it might make me more likely to put up with the bad weather. Maybe give staff the same CTA pass that the students get each semester.
- If other options were safer. The CTA is extremely dangerous and I've had issues on multiple occasions. Walking to Union

Station from the bus stop is dangerous too because people loiter outside the station.

- I always try to avoid it.
- I would just need to move closer to CTA
- I drive only in extreme cold when the Metra isn't working properly and when I have to haul equipment
- commuter shuttle service increased frequency and less waiting time and not stand while on bus
- Close proximity to inner campus buildings
- I don't drive
- A more direct public transportation route.
- If the Ashland bus went further north to Foster instead of stopping at Irving Park.
- commute time and time to spend to find a space would be equal to take public transit. BTW, also would be good idea to show how much space left on parking space in UIC campus if student/employee decide to use smartphone.
- faster, safer, more convenient public transportation.
- FREE PUBLIC TRANSPORTATION.
- Safety on the Blue and Red Line. Less begging and threat that at some point I'm going to have to defend myself. Recently I have seen two assaults and a theft. It was quite frightening and happened so fast too. Nobody wants that to happen.
- Less expensive monthly parking fees. Close parking lot availability near my building is not available. I don't wish to park in a lot far away with not much pedestrian traffic or lighting, especially in the dark.
- When travelling on campus, I prefer to walk or take the campus shuttle. However, the express shuttle doesn't run very late. Also, if I need to travel between the east and west campus or am tight on time, I drive for convenience. When travelling to and from campus, I mainly drive because it is faster and allows more flexibility than public transportation. If public transportation was faster, I would be happy to take it more often.
- Improve travel across campus

- I can actually walk to work but if I am running late I drive or call the Red Car service
- Nothing. And I fail to see why driving is a problem for those who live significant distances from campus.
- I only drive if absolutely necessary
- Cheaper Metra fares
- If car pool initiatives are available on campus
- Better campus shuttle routes and timings.
- More snow, safer biking conditions, better CTA travel conditions.
- Already choose to take the train.
- transit connections to my other job
- early morning pickup from union station
- More timely bus service to train stations.
- Quicker and more frequent transit from Metra train stations to both campuses, east and west.
- shorter work schedule and less time on transit
- the parking costs are way too high - I know it's Chicago but no one else is parking around this area other than employees and students, why charge so high for daily parking?
- Transit schedule near my home was recently changed (service cut), making transit much more difficult. I have to leave work by 4:30 pm to make my connection, which is usually not feasible.
- This is out of UIC's control, but a closer CTA stop to my house. My bus route was discontinued a little over a year ago.
- Easier access to public transit by my residence. 2 buses and train is too much.
- a more efficient transit system is all I need. It takes me three times as long to reach campus using transit than driving. It is actually faster for me to bike than taking transit, which I do when weather permits.
- There was an easier and closer transportation device closer to my home.
- As above. Convenient and frequent shuttles. Commuter is the worst. Too many people. Not enough buses. Not close to my

building (hospital only). Stand out in the cold and rain.

- if there were a Metra stop closer to campus
- safer alternatives
- I drive only when I have to (carry things, off campus appointment, etc.)
- closer and safer transit stop
- remote lot in the near north. I'd still drive but a shuttle that ran east/west near Roosevelt I would use.
- the city and suburban rail systems were truly integrated (time wise), clean, safe, and quiet.
- Give a subsidy for Metra and/or CTA fares.
- safer campus
- Safety around campus when waiting for bus later in the evening.
- Better campus shuttle
- Free divvy use, like the u-pass but for bicycles
- Again, better and more reliable CTA bus service. Since bus schedules are unreliable, I am forced to drive at times.

- Better transit
- CTA trains behaving.
- Nothing
- If I could never find cheap/free parking
- More buses along Halsted but either way between school AND work a suitable parking arrangement would be nice. There are numerous empty lots and garages around the campus but the asinine costs prevent anyone from utilizing them. Seriously 600+ a semester is an absolute joke. I've never paid more than 150 for a semester. It makes me want to transfer based on this alone. Crooks!
- Nothing
- Cheap campus cost
- More frequent trains/buses.
- Cheaper Metra If there are even more bikers who are ignoring all the signals (very stressful and dangerous for drivers)
- I rarely drive anymore due to the price.

Local destinations

35. What are the destinations or amenity locations for you on or near the UIC campus?

- From east campus to Ogilvie Transportation Center
- JST, SCE
- Ogilvie center union station CTA red line station
- UIC/Halsted Blue line CUPPA location
- Mostly to and from my office at 1309 South Halsted and SCE and SCW. Less frequently to and from my office to UH and the various colleges on both the East and the West campuses.
- Taylor and Halsted has lots of amenities.
- Main campus and CUPPA
- Ghareeb Nawaz
- Taylor Street restaurants Halsted Street restaurants/shops Student Center East cafeteria
- East side campus
- Jaks, Student Center East, 7-11
- Whole foods, Target, Chipotle, Student Center
- UIC Halsted Blue line
- CUPPA
- Racine and Taylor
- Target, 7/11, M2 coffee shop...I think I can easily access all amenities near campus.
- SSB, SCW, SCE, South Campus
- little lane
- Library of Health Sciences, Jim's Original, Maxwell Street, UIC Library, UIC Gym
- CUPPA, the area around the Dailey library, the UIC forum, Jak's Tap, the blue line
- 7/11, Primos, Jak's Tap and Jimmy Johns on Van Buren (when at CUPPA) or the Dunkin Donuts at Student Center East for coffee when I have classes further into campus. Roosevelt really does create a barrier to those cute shops south on Halsted. It makes it feel pretty far away. That and the Blue Line/Green Line is in the opposite direction.

- Greek Town, Downtown, South Loop on Roosevelt, Little Italy,
- Taft Hall. Student Center. CUPPA
- My office at 954 W. Washington Blvd; Ogilvie Transportation Center
- UIC Hospital
- All over
- I have lunch at Pompei and would appreciate more bicycle parking along Taylor Street.
- Blue Line Peoria station, SCE
- Northwest suburbs
- ESWPA Bldg, BS Bldg, Library
- College of Dentistry - Polk & Paulina
- Taylor Street in general, especially farther down closer to Ashland Avenue. The Target that opened recently off of Congress would be a nice location to have a shuttle to, especially with Morgan Street being under construction.
- hospital, lunch
- I spend most of my time in CUPPA Hall. I walk through the Quad to the lecture center, and occasionally stop in to University Hall.
- Banh Mi place on Maxwell. Taylor St businesses.
- I work on the Medical Center campus. In good weather, I occasionally walk down Taylor Street for lunch.
- Chicago Public Library on Taylor, Restaurants on Taylor, and restaurants on Halsted by Jackson/Van Buren. Grocery shops on Roosevelt by Canal.
- Library, Student Center East, University Hall, CUPPA, Hospital
- SPH, AOB, Union West
- Student Center East
- At Maxwell and Halsted
- the CTA Blue line and the Architecture+Design Studios.
- Tuscany. Greek Town eateries.
- Campus shuttle from West Side to East Side service needs improvement
- Medical Research building
- Student Services Building
- SSB, BSB, UH, SSB, LH, SH, SCE, Daley Lib
- Union Station.
- The shops on Taylor, like Skinny Piggy.
- Taylor St and Harrison St
- Paulina and Roosevelt.
- Restaurants and Taylor street
- Not sure what you mean by this.
- Maxwell Street
- Taylor St where there is fast food and restaurants. Or Halsted St, where I go to catch the bus up north to work.
- N/A
- BSB Cafeteria, SCE Inner circle
- Mariano's.
- College of Dentistry, Taylor Street locations.
- there are none. not that close. Jewel is the closest and the restaurants on Maxwell street are not convenient.
- Taylor Street commercial districts and South Campus
- I need to take the train until Polk/Pink line, and later I need the #7CTA or the UIC express to take to my class. Often, the waiting time is too long.
- Union Station, BSB
- Cross section of Halstead and Roosevelt
- Taylor Street, restaurants between Ashland & Loomis, more buses to/from 2242 W. Harrison Street
- Student recreation facility east campus Medical District - College of dentistry
- near the UIC campus
- Taylor street restaurants
- There should be a shuttle bus option available for commuters that use the Metra Electric line (Randolph & Michigan and/or Van Buren & Michigan)
- South Campus and Medical Center
- Taylor St./Little Italy
- Not sure what this means?
- SSB, UH, COMRB, AOB
- West Campus/ Medical Center area.
- On campus
- restaurants on Taylor Greek town south campus
- travel between east & west campus for client meetings
- Taylor St., Jewel on Ashland/Roosevelt

- Eye and Ear Infirmary, OPRS building, Hospital
- the Loop the shops and restaurants on Halsted near Jackson
- Hospitals
- South Campus, University Village, Taylor Street, Greek Town
- Morgan street cafe, port cafe
- I work on the west side and sometimes need to go to the east side of campus. I also sometimes need to go to the school of public health building on the far west side of campus. Both of these locations are too far to walk quickly.
- My office (ERF), UIC Halsted Blue line, Hospital (OCC and COMRB).
- Polk Street from Damen Ave through Loomis St. and Taylor Street from Damen Avenue through Ashland Avenue
- hospital
- Taylor Street, Greek Town, Downtown Chicago, North Michigan Avenue/Near North, Post Office, UIC East Campus.
- North of campus (Van Buren, Jackson) and along Taylor St.
- .
- Taylor streets restaurants and shops. Maybe a shuttle to Walgreens.
- Taylor street and Jackson boulevard restaurants
- union station college of nursing transit from west campus to engineering.
- Downtown, Union Station
- food
- RRB Building, Campus Building on Roosevelt Road on west campus
- Taylor street bars and restaurants
- hospital
- N/A
- SCE
- College of Dentistry
- I do not understand this request.
- Marshfield Avenue Building, Taylor and Paulina
- n/a
- Sadly, there are very few. I wish someone would design a survey asking us what we think about the present contract holders for food services ON CAMPUS (terrible).
- college of pharmacy
- VA
- Student Center West, Student Center East, Taylor Street restaurants
- Restaurants along Taylor Street. Greektown (difficult to reach from West Campus). The Loop.
- Restaurants in Greek town and on Taylor between East and West Campuses.
- Restaurants.
- the library
- HRB and the WROB
- Target on Roosevelt and Clark
- Taylor Street
- West side campus buildings
- The restaurants on Taylor, Jewel and Costco off of Roosevelt and Ashland, Target north of 290, CVS on Roosevelt and Taylor, etc.
- --
- I don't understand the question.
- Restaurants on Taylor Street and in Greektown.
- Medical at Maxwell and west campus, restaurants surrounding campus, forum, classes
- I work on Roosevelt and Morgan and I travel from east campus to west campus on a daily basis. I use our UIC car to get there but on occasion I use my bike. If there was a free UIC bus that went up and down Taylor, I would take that but I will not pay for the CTA and I don't think a bus currently drives down Taylor.
- Little Italy restaurants ; the shopping center with the Osco
- Hospital
- Restaurants and services on Taylor Street
- Greektown; Chinatown
- Racine and Harrison
- Jewel on Roosevelt
- Student Center East and Medical center Campus
- Maxwell Street & Taylor Street restaurants
- east campus
- The medical school, SCW, SCE, rec center

- I don't understand the question.
- Hospital, AOB, University Hall, Taylor street restaurants and Greektown restaurants.
- Taylor Street Restaurants, Halsted Street shopping area north of the Ike.
- Mariano's/ Jewel, Ogilvie, Union Station, Roosevelt Red line
- UIC School of Public Health West (2121 West Taylor Street), SPH East (Taylor and Ashland), Disability Resource Center (Harrison and Racine), UIC Medical Center Library (Polk Street), UIC Family Medicine Clinic (Maxwell Street)
- Student Center East, restaurants on Maxwell Street.
- west campus
- Taylor Street to the South and the Randolph Street area to the North.
- Restaurants on Taylor Street between East and West Campus. Restaurants on Halsted south of Roosevelt and north of Harrison
- Three Aces; Scafuri; Roosevelt Branch Library; Mario's; Market Fresh Books; DePasada; Campus Market (Indian grocery store on Taylor just east of Ashland)
- hospital
- Restaurants on Taylor street, near each side of campus (between Morgan and Racine and between Ashland and Loomis)
- Taylor Street
- East campus.
- The restaurants on Taylor Street
- Mariano's. 7-11
- Student West Center, Starbucks on 1430 W Taylor and surrounding restaurants.
- Greektown. Loop shopping.
- restaurants and UIC recreation facilities
- Taylor street for restaurants, SCE (I am on west campus)
- University medical center
- Halsted and Roosevelt. There needs to be a Commuter Bus stop in that area.
- Metra station, UIC blue line, Greektown food.
- Student union, cafe', main meeting venues
- Mariano's (the grocery store), Target (the new one on Jackson and Racine),

Greektown is very nice. The shops on Halsted are convenient.

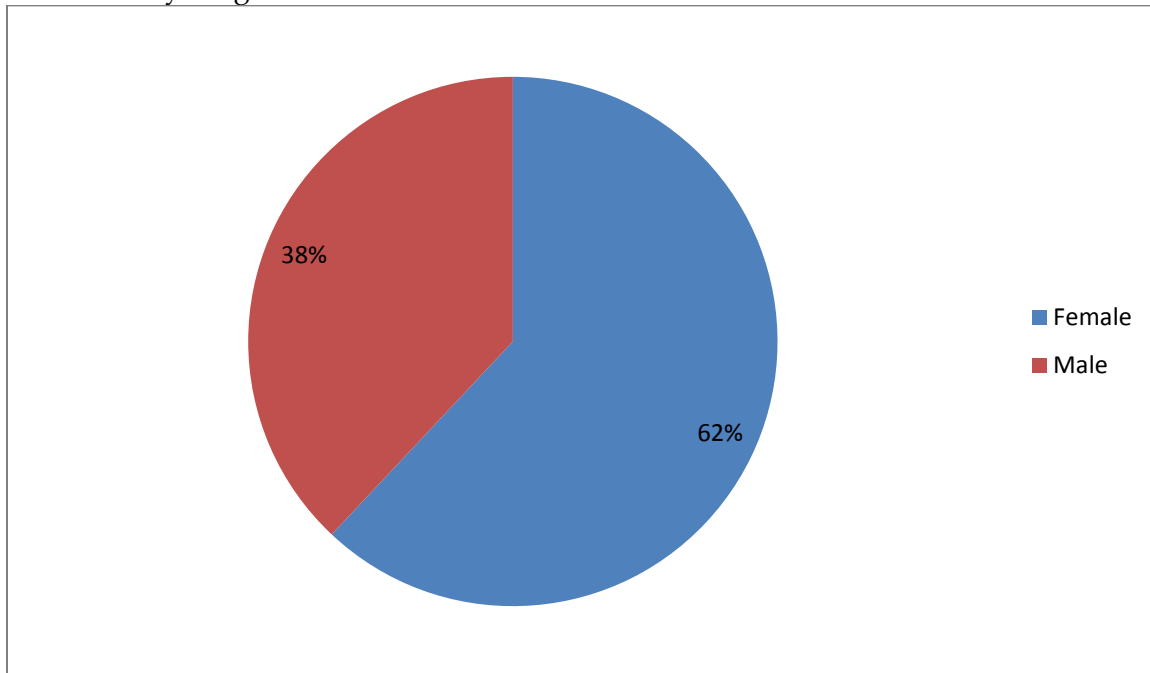
- SES,
- Food on Taylor Student Center West Pink line Polk station
- Taylor street East of Ashland where there are a lot of restaurants, Jewel, Costco, and Ferrara's.
- UIC west campus.
- I can walk to anything I want to reach or take the shuttle
- The west campus is a bit lacking especially in the area of good, comfortable coffee shops with study space.
- Little Italy; UIC Campus; Greek Town; West Town; Pilsen.
- They are located on the south side of Roosevelt Rd at Paulina St. Jewel, Dunkin Donuts, Subway.
- Taylor Street and Morgan Street
- Everything is always 2-3 blocks outside of the campus
- BSB, SCE and Taylor street for the most part. Sometimes Greektown. Target on Van Buren.
- The Randolph/Fulton Market area is not as easy to get to as it should be. No good transportation options, not enough bike racks up there, and no Divvy station. It's a weird gap, actually.
- Starbucks - Taylor and Laflin
- Jewel-Osco
- My office is on the west campus and I sometimes have meetings on the East campus.
- Ashland & Taylor
- Family Medicine on Maxwell St. Taylor St restaurants. Greek Town restaurants.
- Hospital only is where I work and come to and leave daily.
- library, SES
- hospital ; union station
- UIC medical school Wolcott Street
- Hospital, Maxwell St locations
- I work on the West Campus. It takes long time for me to transit from Metra trains to shuttle or CTA bus. I must say CTA is much more frequent so I don't get cold in

the winter, but it takes 15 min longer for me to get to the West campus than by shuttle.

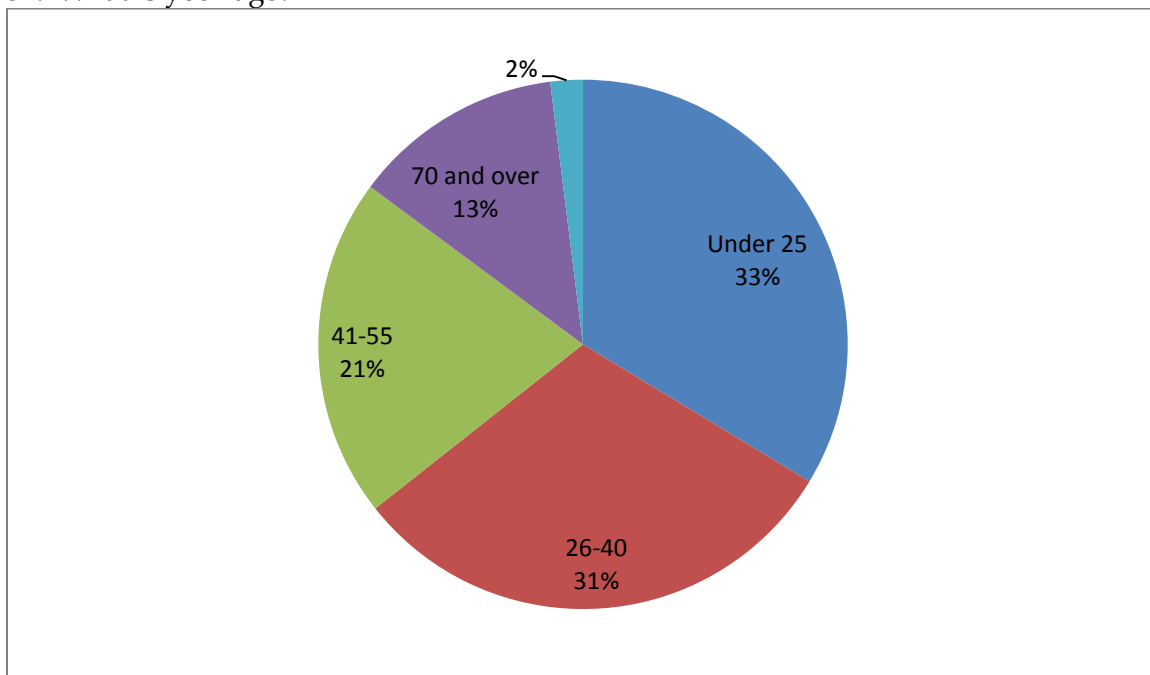
- Don't know.
- UIC Blue Line, Union Station
- Greek town, Ogilvie, west loop
- not sure
- Oak park
- none
- The Hospital area so student center west.
- Along Taylor St. between Ashland and Morgan
- Student Center East, lecture halls
- hospital, surrounding outpatient clinics
- Near BSB and the Pavilion
- College of nursing
- Taylor St.
- Travel between east and west campuses.
- West campus, AHS building. Restaurants on Taylor Streets. Sometimes east campus, mainly UH and PEB, for meetings
- ASHB and Lincoln Hall.. I park in lot 1b so walking to ASHB is a hassle sometimes.
- UIC Pavilion
- College of Nursing to E. Campus and Taylor street businesses.
- Hospital
- Don't understand what you're asking
- unknown
- The library.
- I walk to restaurants. Travel between east and west campus frequently--this is the most inconvenient thing about transportation for me. No UIC transportation from ETMSW to DHSP is convenient during the day.
- UIH
- Paulina and Polk Street
- The quad, BSB, and SSB
- student center east, Greek town on Halsted street. university village on Halsted street and Roosevelt.
- UIC college of medicine, Student center west, UIC medical center
- Roosevelt and Paulina
- Pilsen, Bridgeport
- Little Italy, Greek town. The bean. Museums. Navy pier
- Starbucks AHSB
- Classes
- Starbucks on Taylor
- ERF
- Roosevelt and Ashland plaza--no very convenient transportation options from campus.
- Jewel, Walgreens, subway, target
- The health centers, Pilsen, the loop.
- Target on Jackson and Racine, 711 on Taylor and Ashland, CVS on Roosevelt and Racine
- I really don't know what you mean by this question, and unfortunately you don't provide a definition. However, based on my guess, I'd identify Greektown, University Village, and Little Italy.
- Union Station.
- FAC, BSB, SEL, Rec center East, TBH, DHSP
- Anything on Taylor Street. I will also stop at any Subway or food location (e.g. Sbarro)... I wish there were more restaurant options on West campus.
- Please make a bus shelter at Harrison and Halsted.
- Greektown, Randolph Street
- Idea Commons. Food options in BSB Student Center East
- My apartment is one block from Ogilvie transportation center
- Student center west campus
- University Village / Taylor Street
- West side shuttle to the Jewel on Roosevelt
- Taylor and Wood , Taylor and Wolcott
- BSB, Polk pink line station, SPH, Quad
- Restaurants south on Halsted and west on Taylor.
- Medical district
- n/a
- Taylor Street Restaurants, Jewel at Ashland and Roosevelt, Target on Morgan St.

About respondents

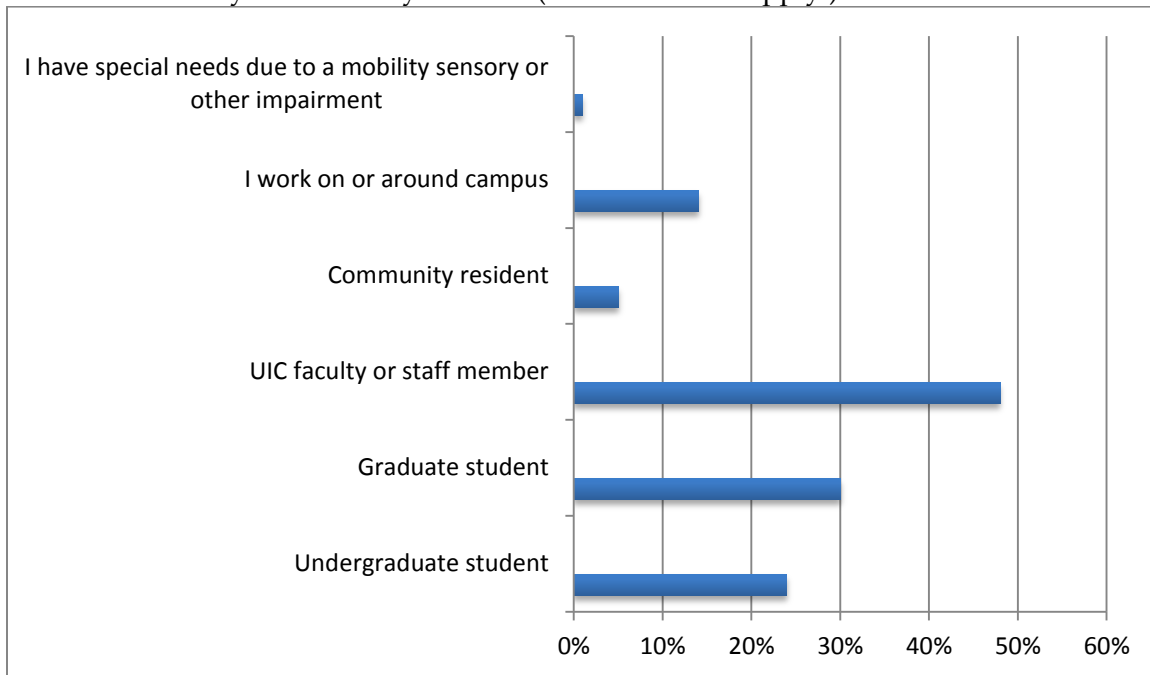
36. What is your gender?



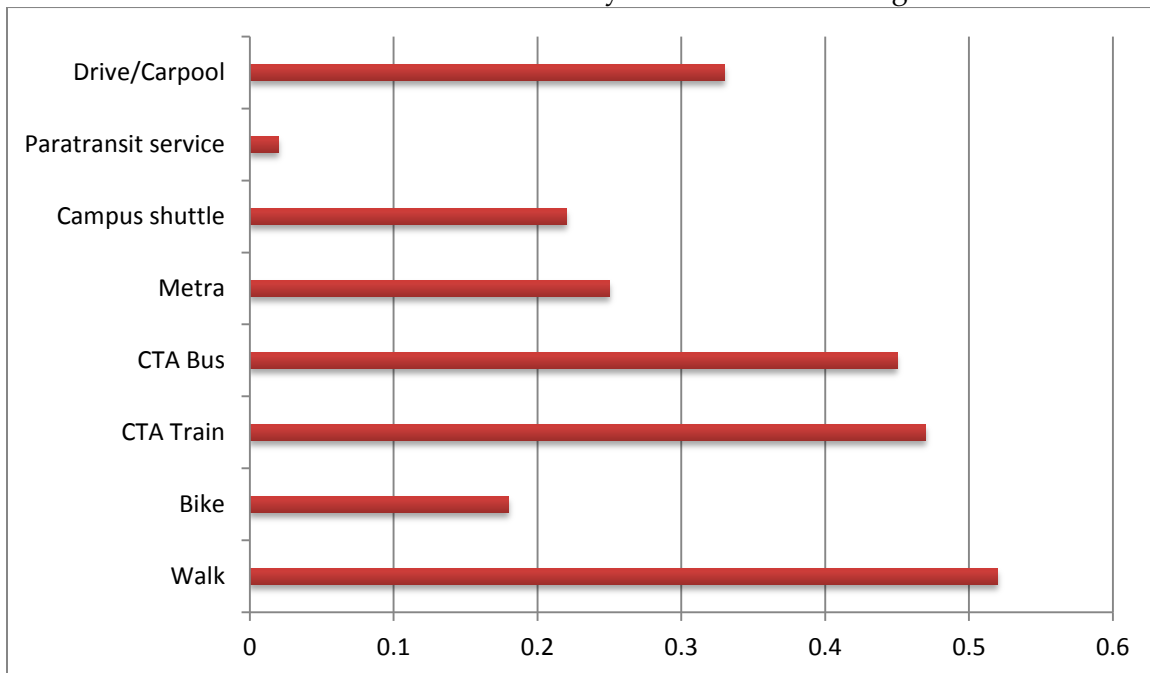
37. What is your age?



38. How would you describe yourself? (Choose all that apply.)



39. Which mode or combination of modes do you use most often to get to and from campus?



Community Visioning Workshops

Community visioning workshops were held on UIC's campus, with the purpose of engaging students, faculty, staff and community residents. Back-to-back sessions were organized. The first session, held on the West Campus during the late afternoon, was intended to attract some students but mainly faculty and staff. The other session, held on the East Campus during the evening, was intended to attract more students as well as community residents. (See Figures 19 and 20 for English and Spanish posters used to publicize community workshops). Information about the meetings were posted on websites, in newsletters and social media, and sent to distribution lists. Many of these media outlets are listed above on page 14. Posters and postcards with meeting information were also distributed at various points throughout campus.

The community visioning workshops were designed with the goal to create a vision for UIC's multimodal transportation plan based on workshop participant input. Each session started with a brief overview of the project, followed by key findings from the existing conditions analysis. Majority of the agenda was dedicated to the visioning exercise.

During the visioning exercise, workshop participants discussed at tables their vision for the multimodal transportation plan by answering the following questions:

1. Talk about what makes a good multimodal transportation system.
2. I would describe the current bike/pedestrian/transit system as:
3. The biggest challenges to getting around campus are:
4. In 2040, UIC's multimodal transportation system will be described as:

Based on the responses to these discussion questions, participants expanded their vision by creating a collage of ideal campus enhancements by using images provided to them. (See Figure 21 for collages created by workshop participants.) Each table then elected a representative to report back.



Collages created by Visioning Workshop #2 participants

To help develop concrete strategies for enhancing UIC's multimodal transportation system, workshop participants showed their vision on maps, by identifying actual improvements. These improvements were shaped or inspired by the following questions answered by each table:

1. The following areas on and around campus should be more pedestrian-friendly:
2. I would like to see the following intersections improved in these ways:
3. The challenges with accessibility are:
4. The following can be done to improve the safety and comfort of all bicyclists:
5. UIC can do the following to improve the campus shuttle and/or transit:
6. UIC can do the following to improve the routes to bus stops:
7. UIC can do the following to improve the routes to train stations:

Lastly, workshop attendees answered questions that were a part of a keypad polling exercise. Input gathered at the workshops, which were predominantly attended by students, led to these specific recommendations:

Walking & Campus Navigation Directions and Recommendations:

- Create a new wayfinding system and maps to be installed at strategic locations.
- Coordinate with CDOT to increase the safety of crosswalks and intersections.
- Enhance the pedestrian environment.

Bicycling Directions and Recommendations:

- Eliminate current physical barriers to bicycling on campus.
- Integrate and develop connections between bicycling and other modes of transportation.
- Increase the amount and quality of secure bicycle parking.

Transit Directions and Recommendations:

- Realign shuttle routes, stops, and schedules based on an examination of ridership trends (or use the funds for other programs).
- Increase awareness and information access for the shuttle system.
- Create new, campus-wide transit signage standards and maps.

Map Installations on West Side of Campus

The level of stakeholder input from the West Side was not sufficient enough to make informed recommendations. This is primarily due to the medical nature of the West Side, where the stakeholders typically have different schedules and breaks from the East Side stakeholders.

CMAP conducted a specific West Side outreach campaign to ensure that the level of input was sufficient enough to make transportation recommendations. This outreach effort was accomplished by posting maps throughout the West Side of campus along with a brief summary about the project and instructions for making comments on the maps. (See Figure 22 for instruction sheet for the map installations on the west side of campus.) Respondents were asked to identify issue areas related to biking, walking and accessibility, transit, and the campus shuttle. For a two-week period, the maps were displayed at five key buildings in the West Side:

- Applied Health Sciences Building (AHSB)
- College of Medicine (COM)
- Molecular Biology Research Building (MBRB)
- Nursing (NURS), and
- School of Public Health (SPH)

There are many similar issues between each of the buildings, particularly concerning bike lanes, bus routes and schedules, the campus shuttle, and lighting/safety. The comments collected from the map installation supported the following Plan recommendations:

Walking & Campus Navigation Future Directions and Recommendations:

- Coordinate with CDOT to increase the safety of crosswalks and intersections.
- Enhance the pedestrian environment.
- Improve reporting of street and sidewalk conditions, accessibility problems, and safety issues.

Transit Future Directions and Recommendations:

- Realign shuttle routes, stops, and schedules based on an examination of ridership trends (or use the funds for other programs).
- Improve access to, and conditions of, transit facilities.

The following points are common concerns gathered during the map installation:

- The Taylor Street bike lane is congested with vehicle traffic, and the lane markers have been weathered and worn away. Stakeholders also identified a major conflict with CTA busses along the route; as pedestrians they have to cross the bike lane at each stop.
- The road surface along Taylor Street is in extreme disrepair, particularly within the bike lanes. Stakeholders identified this as a major safety hazard.
- It is inconvenient that the CTA 157 bus does not run on weekends, when the medical facilities and medical classes are still open and operating.
- Most of the West Side of campus is not served by a CTA bus.
- Most of the stakeholders were unaware that there is a campus shuttle. Those who were aware of it did not know its schedule, stops, or specific routes.
- There is inadequate lighting along the pathways leading to and from parking lots. Many stakeholders do not feel safe walking around when it is dark out.
- Pedestrians and bicyclists identified major conflict areas and safety concerns on the bridges crossing the I-290/Eisenhower Expressway.
- There are not enough parking spaces to accommodate drivers on the West Side of campus. Additionally, the cost of parking is quite high.

In addition to the identified issues and concerns, there were several prominent and more specific issues identified:

- The CTA Pink Line Polk Street Station should have two exits points. Currently, there is a bottleneck every time a train arrives at the station; passengers have a hard time exiting the facility.
- There are bicycle-vehicle conflicts at the I-290/Eisenhower Expressway on/off ramps
- Ogden and Damen were identified as streets having many bicycle-vehicle and pedestrian-vehicle conflict areas. Respondents commonly cited many vehicles do not yield.
- Seasonal flooding of the sidewalks and interior walkways make it difficult for individuals to freely move around, particularly those in wheelchairs.
- There is a lack of a police presence, particularly at night.
- There is a need for crosswalks on Taylor and Wood streets, specifically at major pedestrian walkway termini.
- There is no clear and convenient connection to the Metra Stations in the area.

Persons with Disabilities Focus Group

To ensure that the perspective of those who are disabled was included in the planning process, staff organized a focused group with participants of [The Chicago Lighthouse](#) (a rehabilitation

and educational facility that serves people who are blind or visually impaired). The focus group took place on February 26, 2014 at The Chicago Lighthouse.

A total of 18 individuals attended the focus group, and they represented the following organizations:

- Chicago Lighthouse
- Easter Seals Metropolitan Chicago
- Office of U.S. Senator Richard J. Durbin
- UIC alumni
- UIC student body
- UIC Great Lakes ADA Center
- UIC Urban Transportation Center
- Institute for Juvenile Research

The comments provided by the focus group participants helped shape all plan recommendations, especially those related to accessibility:

Walking & Campus Navigation Directions and Recommendations;

- Coordinate with CDOT to increase the safety of crosswalks and intersections.
- Enhance the pedestrian environment.
- Improve reporting of street and sidewalk conditions, accessibility problems, and safety issues.

Transit Directions and Recommendations:

- Improve the operation of campus transportation options to better accommodate people with disabilities.
- Work with CTA on rail station accessibility improvements.
- Improve access to, and conditions of, transit facilities.

The following questions (and responses) were discussed during the focus group session:

1. What makes a good multimodal transportation system?

- Reliable
- Affordable
- Accessible
- Interconnected and seamless flow between modes
- Safe
- Clean
- Service area boundary should include access to work, school, healthcare, businesses, etc.
- Takes into consideration hours of when people use the system

2. How would you describe the current transportation system?

- Duplicative routes and services – UIC ended its commuter bus service. There is a need for shared services to maximize services.
- The Metra and CTA trains and buses are not in sync. For example, service for the Pink Line and Blue Line should be increased so that trains are in sync with Metra.
- Bus stops are unidentifiable. Bus stops should feature an audible signal.

- Halsted/Rockford intersection (near Thomas Beckam Hall) – unsafe for pedestrians, there are no traffic lights or controls to signal cars to stop. This intersection needs audible signalization.
- Chicago Lighthouse parking garage/lot – there is a need for safer exiting measures

3. What are the biggest challenges with the transportation system?

- Commuter bus – needs to run more frequently
- East side campus bus – although it's pretty reliable, it needs an audible, automated system
- Lack of an east-west intercampus bus. Generally, discontent with routing of the UIC (intercampus-?) bus.
- Traffic safety – Roosevelt/Wood – drivers treat it like an expressway; Taylor/Wood – drivers do not follow the rules of the road. Maybe install measures such as cameras so that drivers know that someone is watching. Generally, lack of enforcement.
- Placement of street furniture creates obstacles for blind – UIC (especially in central campus area) has a lot of planters and benches that are oddly-placed. For example, north on Racine between Harrison and Congress, there are series of planter boxes that act as barriers to pedestrians.
- Taylor Street – too narrow and has open grates, problematic for wheelchair users
- Intermodal ignorance – people are not subscribing to the share-the-road mentality
- Traffic and congestion in the IMD area during shift changes.
- Lack of an intracampus shuttle, which now operates along Roosevelt Road, on a 15-minute schedule.
- IMD Blue Line –the grade of the ramps is too steep.
- Pink Line – unusable
- Lack of communication with CTA about doing a better job at clearing the area around bus stops (i.e., Damen bus at Polk).

4. What is your vision for UIC's future multimodal transportation system?

- Futuristic vision: automated, driverless automobiles
- More technology integrating (accessible) smartphones and transit service
- Elevated, covered walkway (An underground pedestrian walkway does exist, however no one uses it so it seems unsafe. Also, there is a plan for a pedestrian pass at Roosevelt Road.)
- Accessible signals
- Better and more access to public transportation for visually and mobility impaired
- Truncated domes/tactile indicators which will help the visually-impaired to identify an intersection. (In some places, these indicators can be overkill which leads to their ineffectiveness.)
- Safer
- Separated vehicle and pedestrian traffic as well as pedestrians having access to transit.
- Expand tracking system that identifies bus stops using smartphones. (Examples of smart bus stops include Morgan/Harrison and along Ashland.)

- Heated sidewalks and bus stops
- Improve and increase frequency of the campus shuttle and transit system.
- When BRT arrives, install a barrier between pedestrians and traffic.
- Install audible signals along BRT route.

5. How can UIC improve routes to bus stops or train stations?

- Improve access to commuter buses for those who have UIC I.D. cards (would be willing to pay for a scheduled commuter bus)
- Research commonly-used routes
- Provide ample parking to reduce congestion in the area.
- Clear paths around properties on and around campus (i.e., clear the path from Wood Street to Ogden Avenue).
- Communicate with neighboring institutions about the plowing snow and preventing ice buildup along sidewalks. For example, the area under the tracks at the Polk Pink Line station was not cleared.
- Other examples of problem areas include sidewalks from the Damen & Polk bus stops on both the east and west sides of Damen and the paths to IMD Blue line stations.
- Crossings of Harrison (at UIC-Halsted CTA station, at Morgan (especially NE corner), and at Racine) are all problem areas for disabled.

Survey to Illinois Tollway Call Center employees

The Illinois Tollway Call Center is stationed on the East Side of UIC's campus in Student Center East. This body of employees, some of which are affiliated with the Chicago Lighthouse, served as an ideal group to survey for the UIC Multimodal Transportation Plan. This group represents persons of disabilities as well as employees who visit the campus daily.

On May 14, 2014, outreach staff set up a table at the Call Center and surveyed the employees over a six-hour period. (See Figure 23 for the Tollway Call Center survey.) Majority of the survey respondents take public transit and some drive. The responses from this group of Tollway Call Center employees support the following Plan recommendations:

Walking & Campus Navigation Future Directions and Recommendations:

- Create a new wayfinding system and maps to be installed at strategic locations.
- Coordinate with CDOT to increase the safety of crosswalks and intersections.

Transit Future Directions and Recommendations:

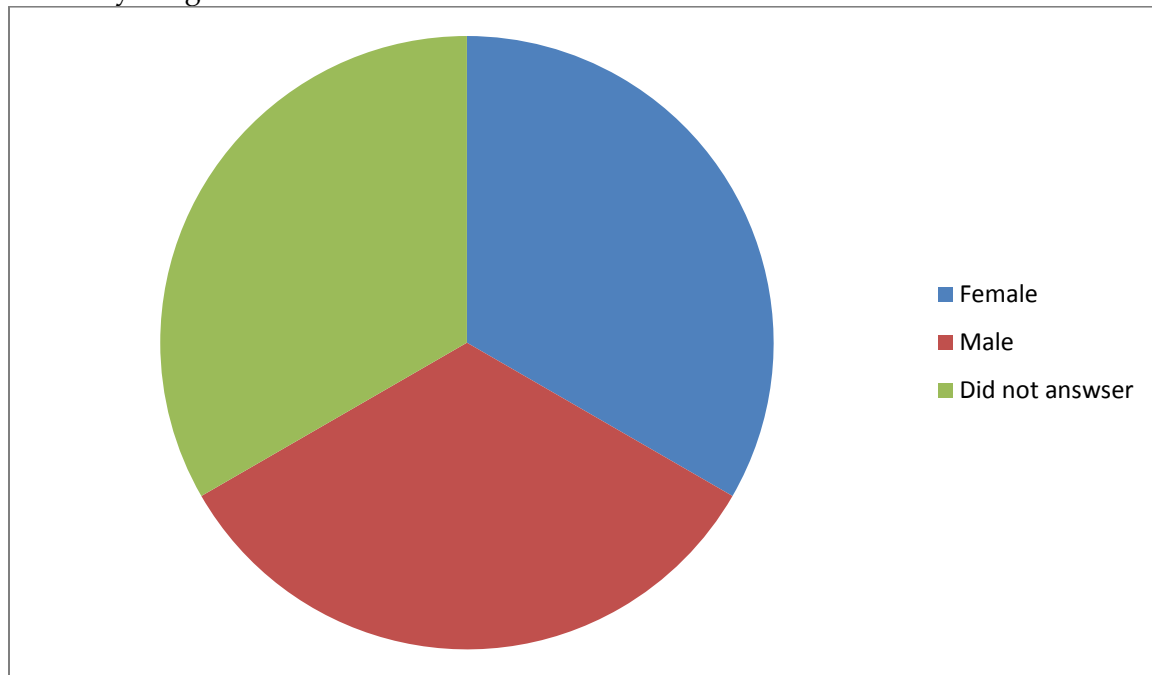
- Create new, campus-wide transit signage standards and maps.

Driving & Parking Future Directions and Recommendations:

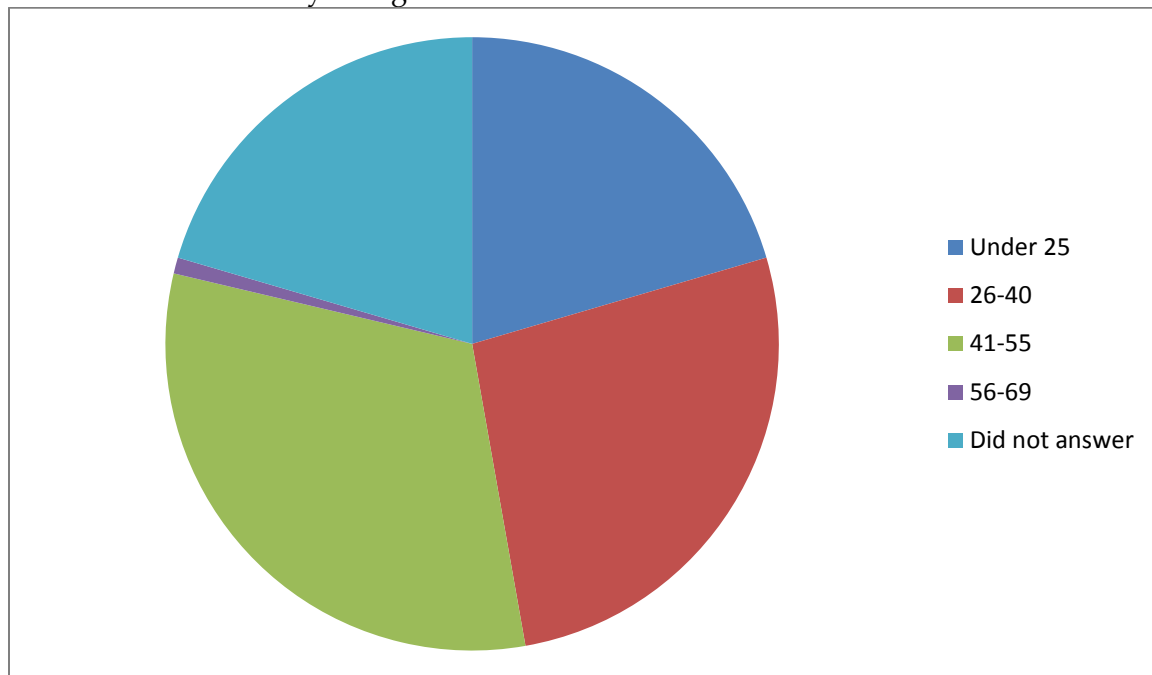
- Provide real-time data about parking availability, information, and cost.
- Ensure that all parking is accessible to people with disabilities.
- Enhance the pedestrian environment.

Below are the survey questions and responses.

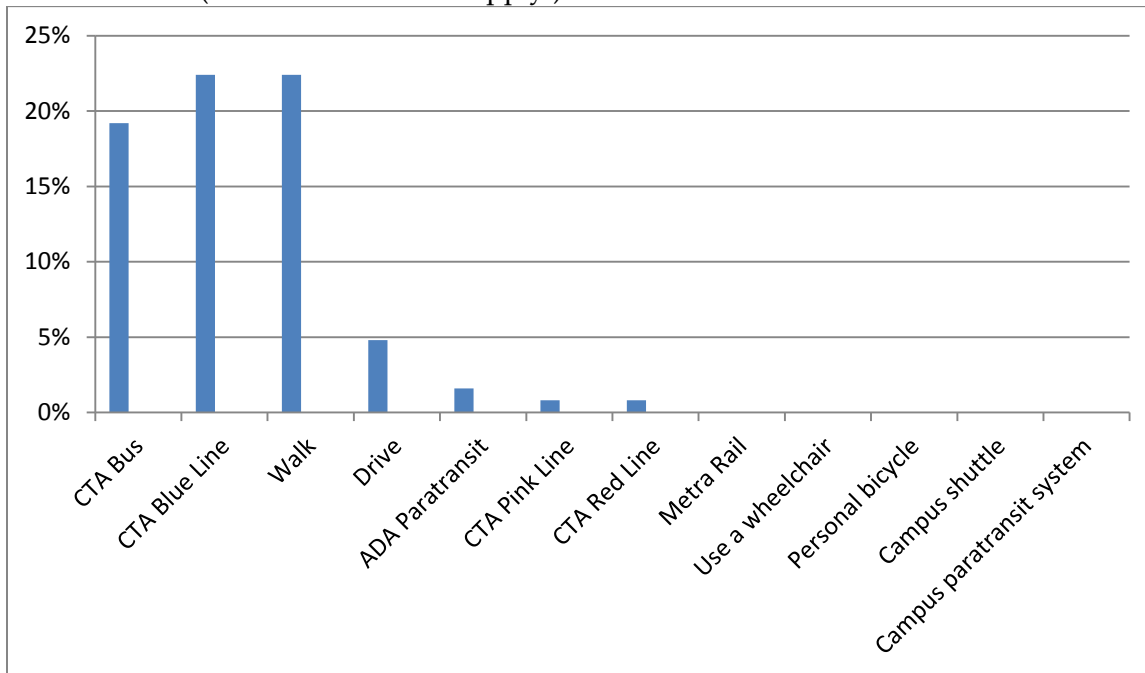
What is your gender?



1. What is your age?



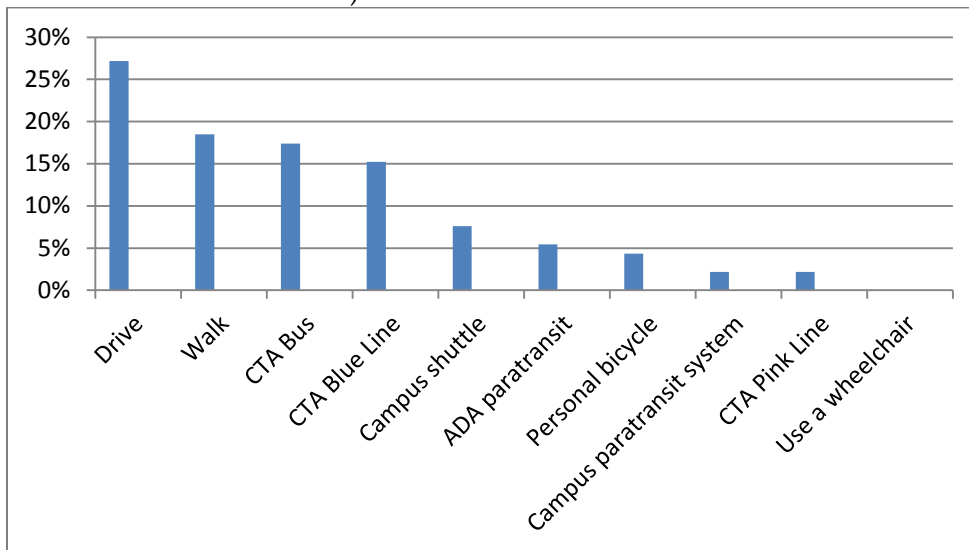
2. Which modes and transit services do you use to get to/from and around campus?
(Please circle all that apply.)



Written responses:

- CTA Orange Line

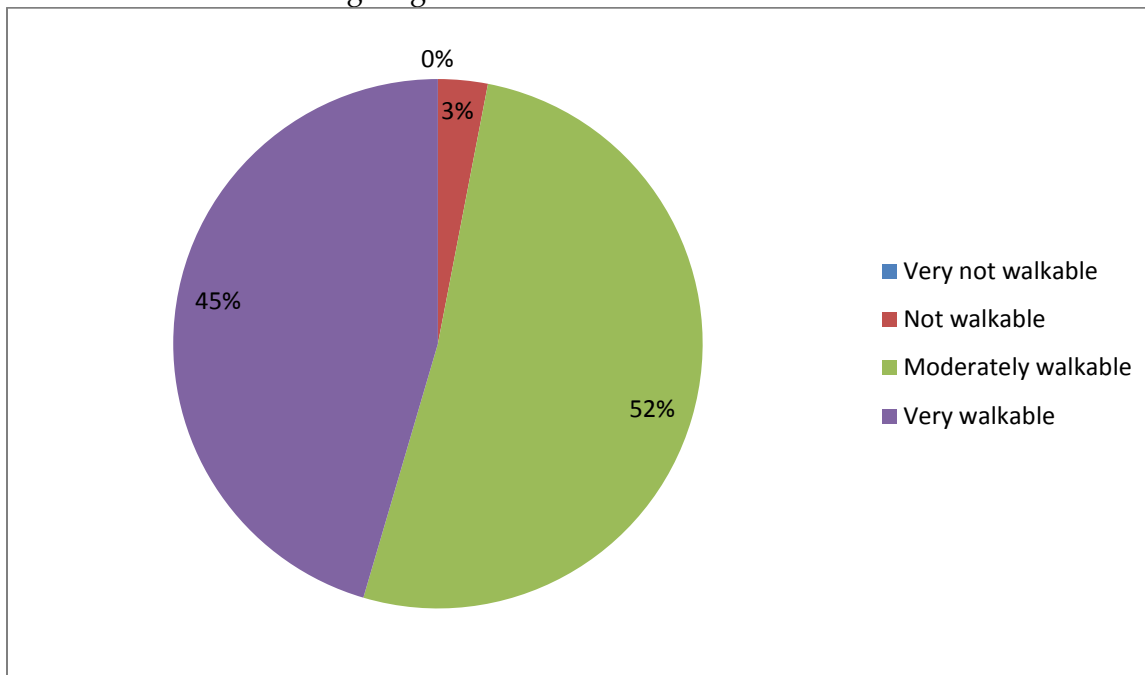
3. Which mode would you prefer to use to get to/from and around campus? (Please choose one.)



Written responses:

- Metra Rail
- Would like to take Divvy but had trouble w/ accepting her card has tried 3x; Visa Debit card wasn't acceptable

4. The level of walkability is defined by how safe, convenient, and accessible places are to walk to in your community. Rate the walkability of UIC's campus and its surrounding neighborhoods.



Written responses:

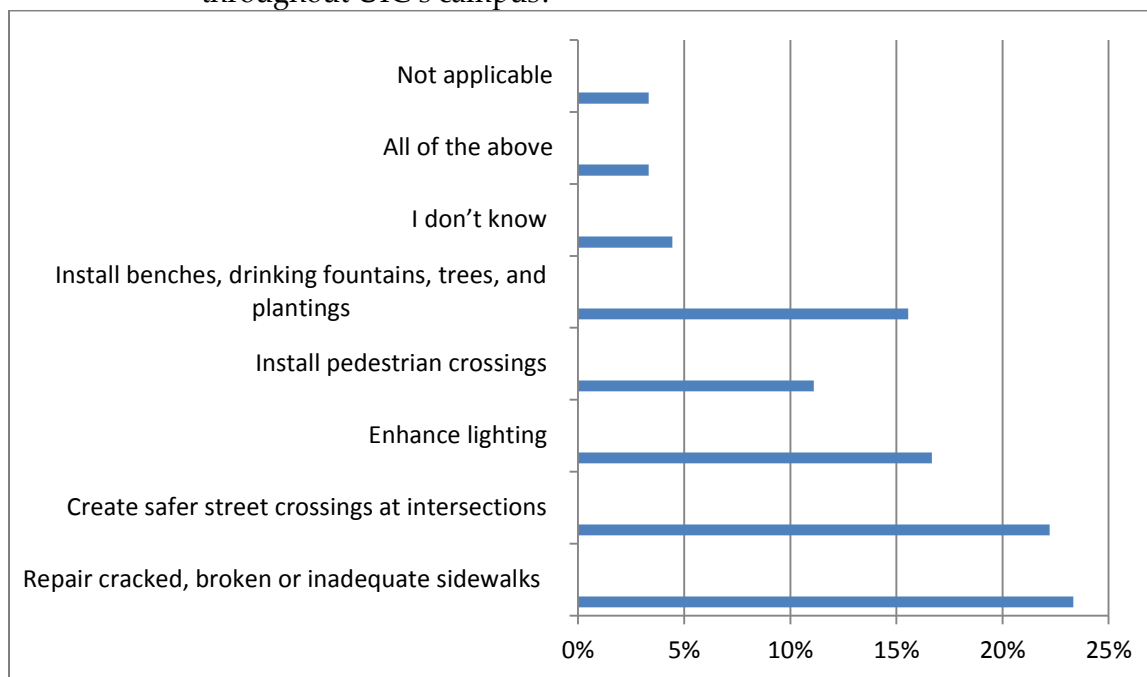
- Walkability has been reduced by construction on Halsted & Harrison

5. Please complete the following statement: I would walk more if:

- | | |
|--|--|
| • I felt it was safer (7) | • I had the option to walk underground during inclement weather. |
| • There were more people around and if there was better lighting at night. (4) | • More places on campus |
| • I knew where I was going (4) | • Someone could walk w/her b/c she's visually-impaired |
| • I had longer lunch hour (4) | • No construction or sidewalk closed |
| • I walk everyday (3) | • Fewer Traffic Hazard (crossing busy city streets) |
| • The weather gets better/ warmer (3) | • I was forced to base on bus routes. |
| • I did not have to pick up my kids from school (2) | • It was security around in the morning around 6:00am |
| • There were more walking paths (2) | • I wanted to |
| • It were closer (2) | • I always walk I like to see what's happening. |
| • N/A (12) | • Cover from elements |
| • Access to Metra early morning hours prior to 7:00 a.m. were safer | • I didn't get tired from walking long distance. |
| • More security and secure transportation to and from UIC | • I lived closer to my place of employment |
| • I had time and the Orange Line was not so far I would walk to the campus | |
| • It was more convenient and safer | |

- There were better parking options for me to leave my vehicle.
- More security at night
- I already walk 15 minutes a day each way already (by choice).
- I don't have a problem with the walking
- Parking lot in winter too slippery
- More rest areas were defined
- Never really walked around the campus
- I had time
- My leg was stronger
- I didn't have health issues, back pain, fibromyalgia
- I already walk a lot
- Lost more weight

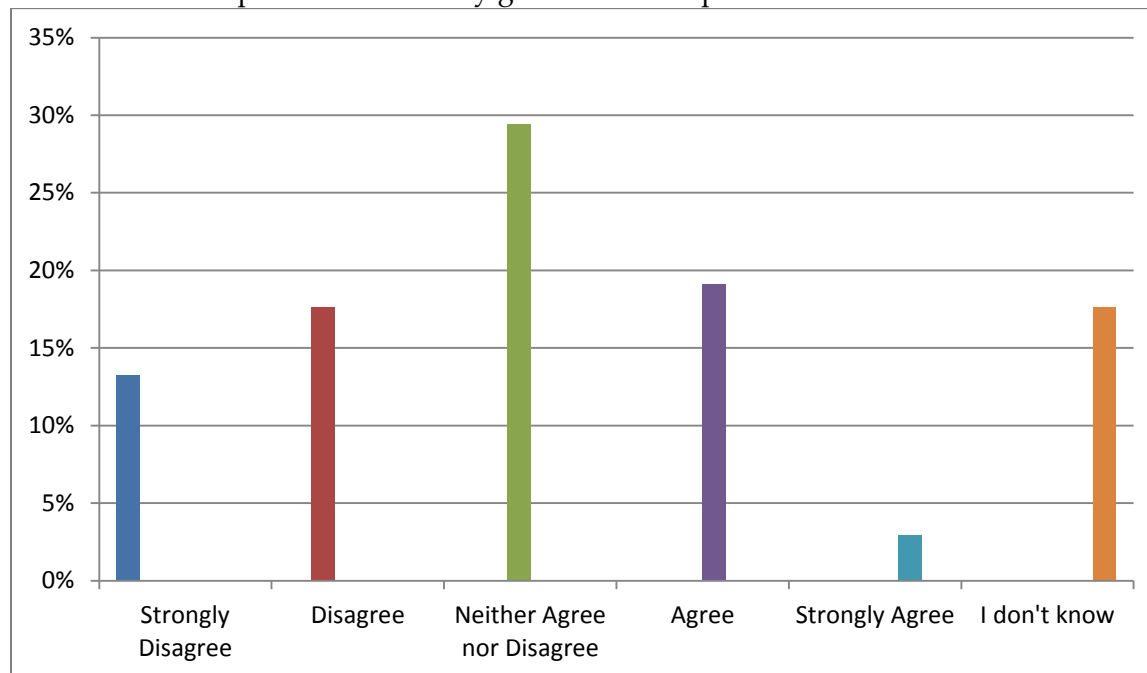
6. What should be the #1 priority for improving the walking environment throughout UIC's campus?



Written responses:

- more on-site security
- Cover from elements
- Have proper drainage after rain fall
- Create walk group
- More cameras
- Make it more handicap accessible
- None
- Include a safe passage route like the elementary school

7. Do you agree or disagree with the following statement: A person with visual impairment can easily get around campus.



Written response:

- need for security or someone accessible at certain points throughout the day

8. Can you identify any location that have barrier to accessibility? Barriers may include: high sidewalk slope, poor surface conditions, fixed objects, long street crossings, and no accessible pedestrian signal, curb ramp problems, poor parking design, transit accessibility issues, building entrances, snow/ ice/ flooding issues. (Please name the specific barrier along with the street or intersection.)

- No answer (22)
- None (12)
- Construction on Halsted (6)
- Harrison & Halsted (5)
- Needs to be more handicap accessible (2)
- Still experiencing winter/ spring commuting on CTA/ walking (2)
- Poor surface condition (2)
- Roosevelt Rd walking westbound, too many bumps (2) + potholes as well lots of construction right now
- Signage site should be increased; building signs, directions indicating where someone should go (signs should be at eye level) (2)
- Snow + ice were an issue- in front of SCE, along Halsted not enough runners when/upon entering bldg. (2)
- Poor parking design (2)
- Yes (2)
- Walking from Blue line to campus. Crosswalk should have a stop light that beeps and chirps.
- During the winter not enough salt on sidewalks.
- It's very unsafe walking from the parking garage to the building in the early morning
- Not in my route
- Crossing on islands

- I have no complaints. If I catch the bus its right in front of the student center East building + if I drive it's on the 14th Halsted and just a straight path.
- Poorly lit parking lot at Polk Street
- Flooding at crosswalk on Halsted
- Crossings @ Harrison St & Halsted- all directions
- Right off of Racine the roads are bumpy and cracked
- Lower the prices for parking
- Generally on campus there are a lot of THINGS in the way of the sidewalk, and times when you have to go around things or in a roundabout path rather than going in a straight line.
- Taylor & Halsted

9. On which streets do you feel most comfortable as a pedestrian?

- Halsted (38)
- Roosevelt (6)
- Polk (5)
- N/A (4)
- Busy intersections on main streets (4)
- Harrison (3)
- None (3)
- Taylor (2)
- Main streets where there is traffic and other pedestrians. (2)
- None. Excessive traffic leads to expressways and speed are a problem.
- Around visible traffic on Halsted
- Any
- Same answer
- Sidewalk
- Some streets (N/A) Ones that have adequate lighting and low crime rare
- I feel comfortable on Roosevelt Rd walking westbound as well eastbound (to + from State Street)
- Side Streets

- Don't Know
- Jefferson
- Madison Jackson
- Morgan
- Vernon part
- I do not walk, so I am unfamiliar with the area.
- The streets between the westmost exit of the Blue Line UIC-Halsted stop and campus. There are few cars, it's very open, and there are always lots if people.

10. If you use the campus para transit system, how can it be improved to meet your needs?

- No answer (45)
- Do not use it (11)
- Safer (2)
- Lower parking fees (2)
- More stops
- I do not use campus service but you can direct the students to stand @ campus bus stops not CTA. When CTA bus stop students just stand there like they don't know what's happening.
- I do use PACE- sometimes slack on the time requested. But I love the service as far as getting me places I need to go.
- Not available for non-students to use it
- Very much
- Cleaner
- Bright lights
- It meets my needs
- Illinois Tollway staff members don't have access to it.